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INDIAN'S

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TakingItEasy

When going to the movies, most people usually take a date (not the kind you eat—well, on second thought…) and get some popcorn. Besides the empty popcorn bag, here are a few other items that have been found under seats after the movie is over and the lights go on: false teeth, a dead hamster, two condoms (one "filled"), a live goldfish in a bag of water, **lacy ladies' underwear,** two Bibles, and a bottle of unopened whisky. (I guess it sometimes pays to be the clean-up guy in a movie theater after each movie showing. It's like a surprise grab bag.)

From our Wee Willy Department we bring you The Small-Penis Rule: It is said that one way fiction writers avoid a lawsuit when describing someone who might be close to someone real is to write that he has an **extremely small penis.** This makes the person who the character is molded after less likely to insist that it's him.

The chairman of the ob-gyn department at Columbus Medical School told reporters that he almost withheld publishing his findings because they were so improbable. His team found that random groups of South Korean women had almost double the success rate with **in-vitro fertilization** if they had been prayed for by a group of Americans than if they hadn't been. He said there was probably some variable he had not accounted for, but he couldn't imagine what it might be.

Fresh from our Tempting Tidbit File: You're more likely to die as the result of a flying champagne cork than from being bitten by a **poisonous spider.** If a woman were to have Barbie's proportions, in ratio to human measurements, she'd have to go on all fours to be able to move around. If you bellowed at the top of your voice for eight years, seven months and six days, you'd have produced just enough sound energy to heat a cup of tea.

According to an October interview with one of his physicians, the Afghanistan Taliban leader Mullah Omar suffers from periodic **brain seizures** that incapacitate him for days at a time and bring on a deep depression during which he often engages in childlike behavior. One typical behavior, said the physician: sitting in the driver's seat of one of his SUVs, with the engine off, turning the wheel and making his own engine sounds. (Shortly after the story ran, the Pentagon announced it had bombed a Chevrolet Suburban belonging to Omar, although he was probably not among the people inside at the time.)

He was hauled off to jail in the middle of his wedding ceremony when the police realized that a recent judicial **domestic-abuse** "stay-away" order, petitioned for by his bride, was still in force.

After a woman pointed to a defendant in court saying he was the killer, he shouted, **"I should have blown your fucking head off."** There was total silence in the courtroom before he quickly added, "If I'd been the one that was there." He was given 30 years.

While on the subject of the male genitalia, here's an interesting piece of information: Maybe one reason there are so many people in India is that they use condoms for purposes other than what they were intended. According to the *Jakarta Post*, about 500 million (or half the condoms distributed) are used to plug radiator leaks in vehicles or are dyed and sold as balloons. And just one more: A Russian trucker was caught at the border with **28,000 condoms** and was allowed through when he said they were for his own personal use.

The next time someone calls you a brainless simpleton (or whatever), keep the following few examples of idiocy in mind: Einstein couldn't speak properly until he was 9 years old—his parents thought he was mentally retarded; a colossal 12 million of us are unable to name Washington, D.C., as our nation's capital; we spend $5 billion (yes, b-i-l-l-i-o-n) a year on presents for poor pets; nearly 2 1/2 million unnecessary operations will be performed this year—worse, around **12,000 patients will die** on the operating table who shouldn't even have been there; more than 11,000 drooling simpletons have gone out of their way to pay homage to a tortilla in New Mexico which has a vague likeness of Jesus on it. There now, doesn't that make you feel better?

We wonder why dogs always drink out of toilets, but from a dog's point of view, they wonder why we **keep peeing** in their water.

People have tried everything to get around drug tests—even using a false penis. When one **heroin addict** tried this, he made a few mistakes. But the surest giveaway of them all was when he pulled it out to offer a sample. He dropped it but caught it before it hit the ground. Talk about a dick in the dirt.

Easyriders®

ENTERTAINMENT FOR ADULT BIKERS • NUMBER 345 • MARCH 2002

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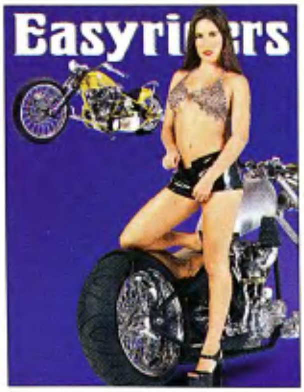

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The next liver-quiverin' issue goes on sale March 5, 2002. **Printed in the USA.**

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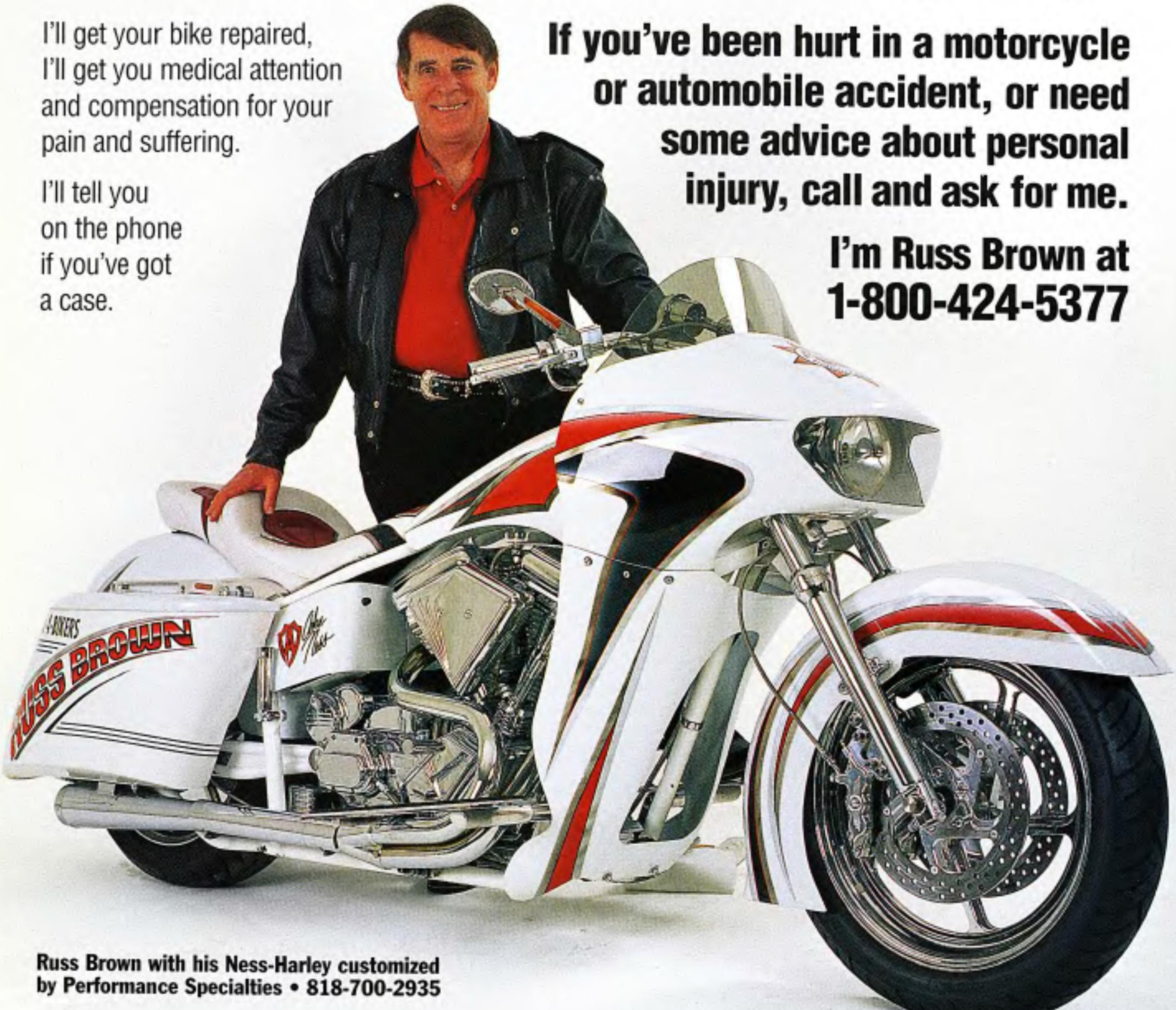

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WordMonger

Bitch, Bitch, Bitch

Well, I see you people are still screwing up a bit. I have two complaints: First item is in the November issue (No. 341). At the back of the magazine there is an article titled "A Road King Served Up Hot" (Page 149). The very last sentence of the article reads, "Oh, and the little chrome emblem on the rear fender that says 1550 (as in cubic inches)—pure class all the way." I'd like to point out that 1550 is not cubic inches, it's cubic centimeters.

Second item is in the September issue (No. 339) in the "Wordmonger" column. The letter is titled "What Is It?" regarding the photo of the woman and the little boy on a motorcycle. Lou Steadman asked if the motorcycle was an Indian or a Harley.

I wrote in and told you dudes that it was an Indian. You said it looked like a 1936 Harley VL. Let me tell you, bros, no Harley except the Sportster ever had its chain drive on the right side. Nor did Harley ever build a front end with a leading link leaf spring. This motorcycle is a damn Indian. I don't care what the woman told her son—she is wrong. You dudes should have known this the minute you saw the photo.

I don't know the exact year of the Indian in the photo, but it's surely a Chief somewhere between 1923 and 1935. Remember, the big fender skirts didn't appear on Indians before 1935 or so. I think '37 or '38 might have been the first skirted fenders.

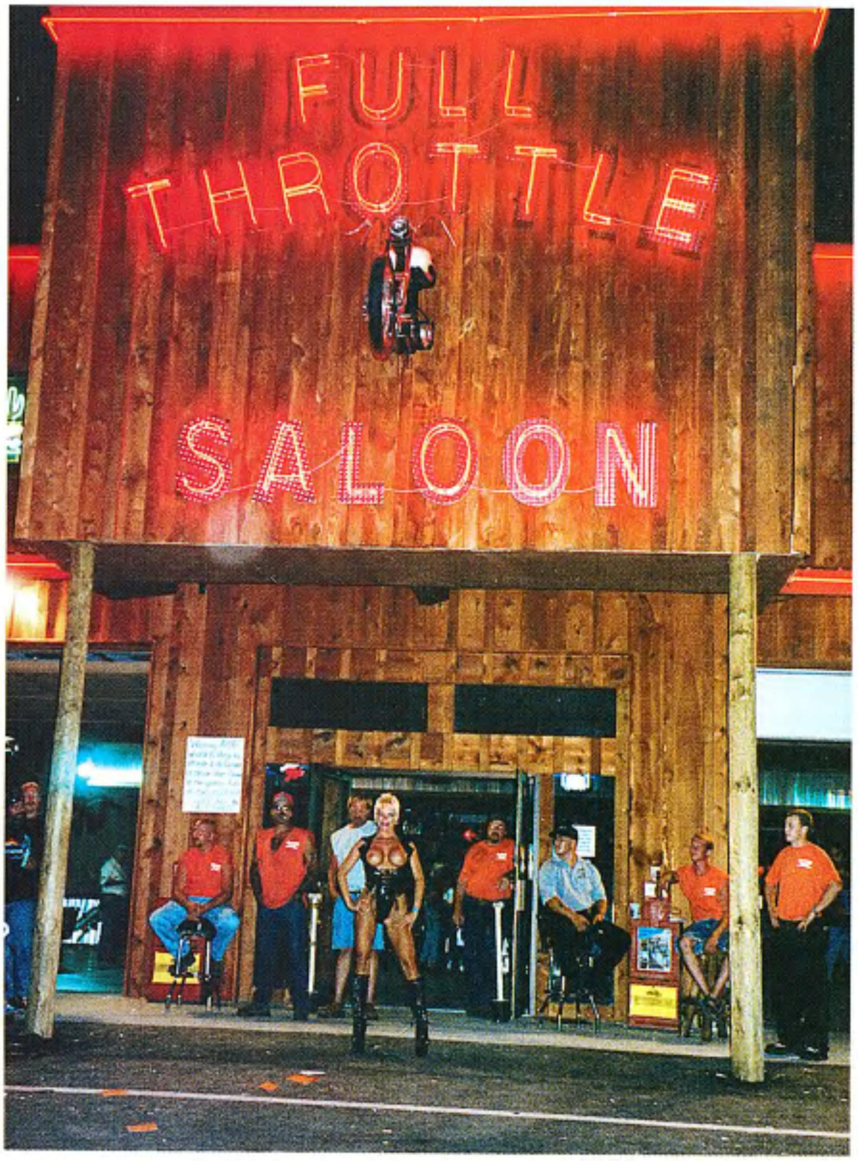
Anyhow, I'd like to see for sure myself. If you would print my opinion on this motorcycle, I'd be grateful, and maybe some other folks wouldn't be confused as to "what it really is."

James "Sundown" Alsabrook
Richmond, Texas

Shirt Says It All

Here is a rider who participated in the "Flag Run" in Baltimore, Maryland. His shirt summed up the anger everyone was feeling that day. Harley of Baltimore sponsored the run that raised over $51,000 by over 5,000 riders in one day for the 9-11 Red Cross fund.

Jay T. Judd
Baltimore, Maryland



Living Proof

Thanks for providing a great magazine that is a pleasure to read and look at.

This year my wife and I took our first bike trip together. We went to Sturgis for the 61st Black Hills Rally. It was a wonderful trip, and we hope to return next year. We rode in the daylight hours and partied in the moonlight hours. And for readers who plan to go next year, we found the Full Throttle Saloon to be the hottest bar in town with bands playing great rock 'n' roll, loud smoky burnouts, and plenty of wild women—including my wife, Samantha. But many of our friends don't believe we even went to this big biker party.

So we sent some photos along with this letter in hopes that you'll publish them. Keep publishing and we'll keep riding and reading.

Thomas Hall
Hattiesburg, Mississippi

Canadian Brothers

I was in Edmonton, Alberta, Canada, on September 11th with my big rig. I can't count the number of our Canadian brothers who came up to me, shook my hand, and said, "By God, we are ready to help." But I was sick when I got back into the States and heard many calls from chickenshits calling talk radio, saying, "I hope they don't reinstate the draft—I don't want to fight." Damn, what kind of generations of pukes have we raised?

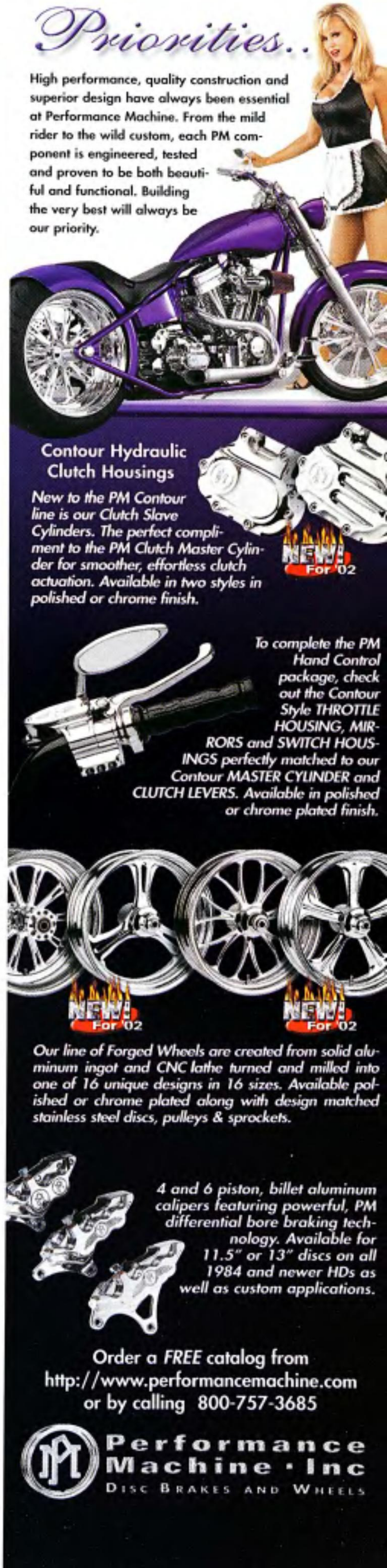
Mac Pullin
Sheridan, Illinois

Some Kind Words

What the Harley is to the American biker, *Easyriders* is to the American reader! Both are a representation of American spirit.

Jason Swaim
Twin Falls, Idaho

Thank you Jason. We're honored.



THE BRUISER

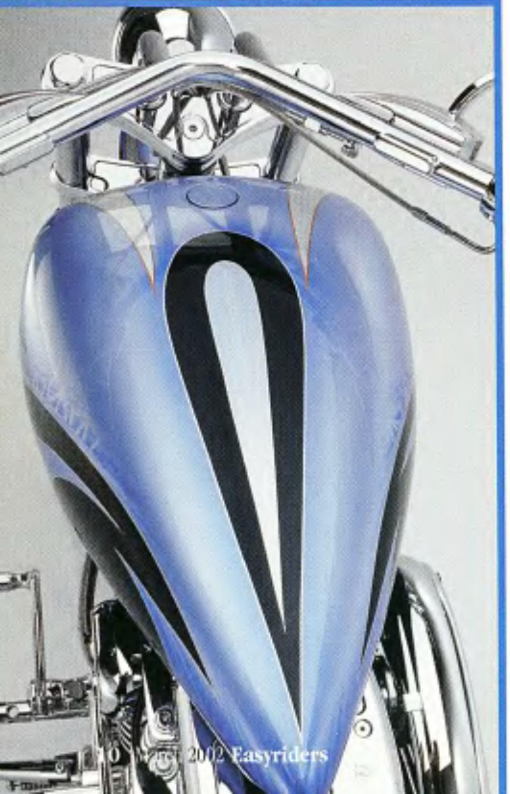
CORY NESS' BY-THE-BOOK DYNA

Last summer the Ness boys rolled into Sturgis on a whole pack of new bikes. Cory and Arlen, along with assorted family and close friends, had each assembled a fresh ride of his own based around the newest Ness frame in the books, the Y2K-250 Rubbermount. They came home with just one of those bikes.

Each one had been built around a frame prototyped a year earlier, and each one was an immediate hit. Black Hills bikers getting a first look at the newest from Ness wanted these things like right now, and they sniveled and screamed until they were able to buy the complete bikes on the spot.

AVON

Easyriders



No surprise, back home in San Leandro, California, the Y2K-250 Rubbermount has become the hottest frame in the catalog. Ness & Co. are shipping them out as fast as they can finish them. And by the way, that one bike that didn't sell was by choice; it was just finished, it had just been ridden in from California, and Black Hills Classic or not its owner/builder wasn't about to get off it just yet.

Why would he want to? Long known for developing and delivering smooth-riding rubbermount frames, this newest one from Ness is something special. Besides its large-radius good looks, it'll accept both a Dyna transmission and a 10-inch tire, and even though it's a rubbermount the seating position is still lower than most custom Harley Softails. Take a look at the frame on this baby-blue beauty. It's the one Cory put together for himself and calls "The Bruiser." See the tube right behind the gas tank? Notice how it dives down hard under the seat? With a generous 4 inches of ground clearance this Dyna's seat is just 21 inches off the pavement. This is one bike you definitely sit down into. Incidentally, a similarly styled hidden-shock version is in the works.

That big radius on the frame's backbone sets the tone. Ness-built customs have always been rounded and radiused and there's plenty of that going on here. The style and feel carries right through to the exhausts, which are actually the completion of a thought Arlen first had with a 1997 bike he called "SmoothNess." These pipes, as yet un-named, are now in the catalog too, right along with the frame. So are the new wheels, Ness Spinners. On Cory's Dyna they're sized in a giant 8.5-inch version on the rear, mounting a 10-inch-wide 250-series Avon. The circular feel extends even into the 113-inch Ness Tech engine as well. The barrels are rounded off Ness Tech/Patrick Racing pieces, neatly continuing and completing the theme.

Most everything on this bike is offered in Ness' giant catalog. If you really like what you see, Ness has assembled everything into a rolling-chassis kit package that includes the frame, all the sheetmetal, the wheels and tires, the brakes, everything. An exact duplicate of this engine and transmission is even an option. With the fenders already drilled and the tank mounted how much easier can it get? Or how much cooler?

—Joe Kress

Owner: Cory Ness
City: San Leandro, California

General
Fabrication: Ness
Year/make: 2001 Ness
Model: Y2K-250 Custom
Assembly: Cory Ness
Time: 2 months
Chroming: Orange County Plating

Engine
Year: 2001 Ness Tech
Rebuilder: Ness
Displacement: 113 cubic inches
Cam: Ness grind
Carb: S&S
Pipes: Ness

Transmission
Year/make: 2001 Ness Tech 5-speed

Painting
Molding: Justin Thornhill
Painter: Jon Nelson
Color: baby-blue pearl and black
Type: House of Kolor
Special paint: Eric Reyes

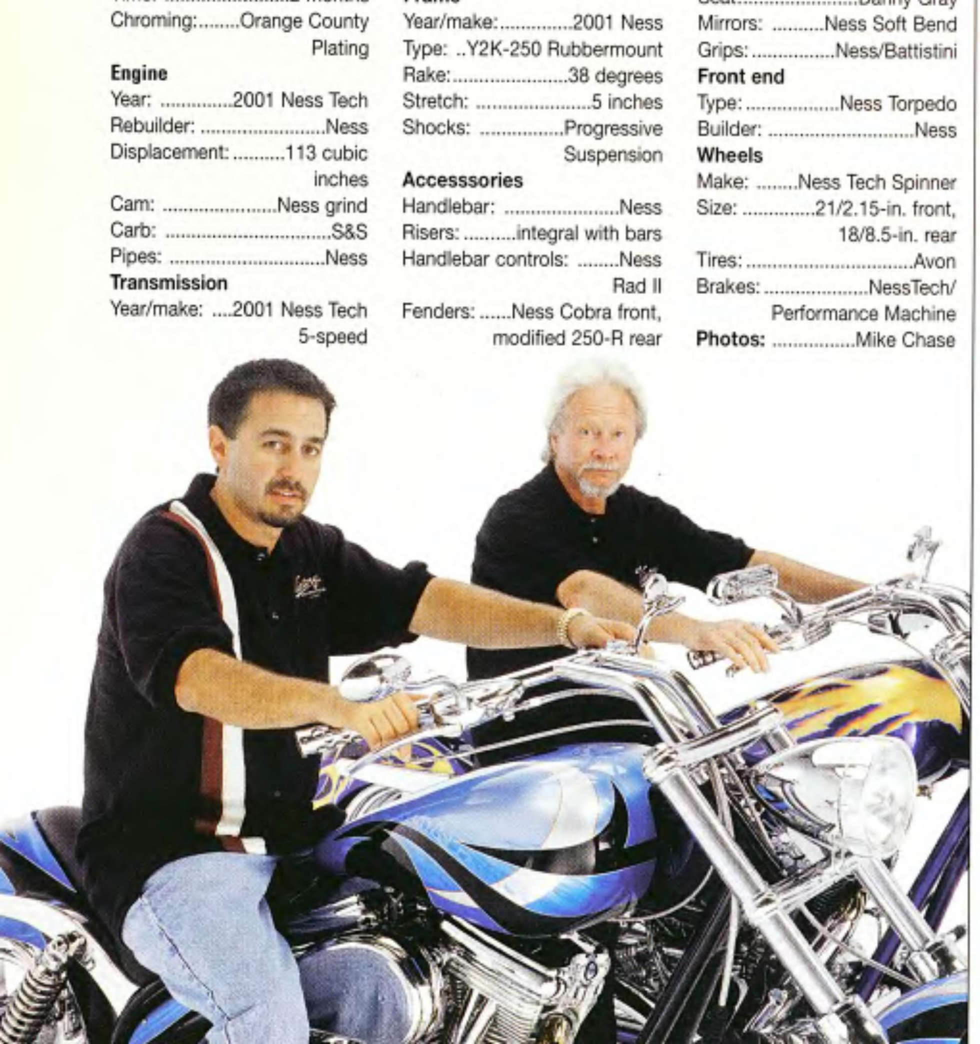
Frame
Year/make: 2001 Ness
Type: Y2K-250 Rubbermount
Rake: 38 degrees
Stretch: 5 inches
Shocks: Progressive Suspension

Accesssories
Handlebar: Ness
Risers: integral with bars
Handlebar controls: Ness Rad II
Fenders: Ness Cobra front, modified 250-R rear
Headlight: Ness Tech
Taillight: Ness Tech Sidemount
Pegs: Ness
Foot controls: Ness Radius
Gas tank: Independent, pointed
Oil tank: Harley Dyna
Seat: Danny Gray
Mirrors: Ness Soft Bend
Grips: Ness/Battistini

Front end
Type: Ness Torpedo
Builder: Ness

Wheels
Make: Ness Tech Spinner
Size: 21/2.15-in. front, 18/8.5-in. rear
Tires: Avon
Brakes: NessTech/ Performance Machine

Photos: Mike Chase



"I think she might be bisexual."

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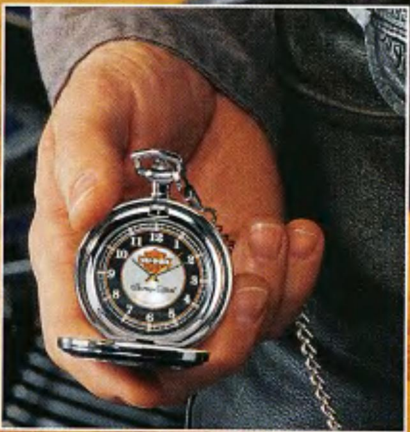

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PartsBox

Commemorative Edition Cyclone Flags

Just as with all other Panoptx windless goggles, the new Commemorative Edition Cyclone Flags feature filtered vents and anti-fog lenses that contribute to a sealed environment so your eyes won't itch or water as you ride.

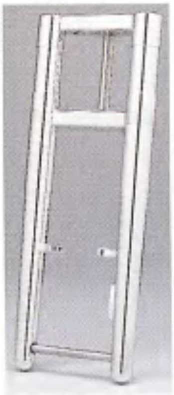
A percentage of all sales will be donated to the New York Firefighters 9-11 Disaster Relief Fund, providing financial support directly to the families of the fallen fire fighters and EMS personnel in New York City.

The Commemorative Edition Cyclone Flag model retails from $115-$175. You can reserve your Panoptx Cyclone Flag model by contacting your sales rep or calling: 1-877-PANOPTX (726-6789). Also check out their interactive Web site www.panoptx.com.

Total Cycle Cleaner

S100 Cycle Care Products announces the arrival of S100 Total Cycle Cleaner in aerosol form. Introduced to the North American market in 1984, S100 Total Cycle Cleaner became the very first dedicated, truly all-around-the-bike cleaner, based on its concentrated detergent technology. The new giant 21 oz. Aerosol can represents a significantly quicker application method than offered by the pump spray bottle, thus further cutting the time it takes to clean a bike. This new aerosol extends the S100 Total Cycle Cleaner promise of "More riding time, less cleaning time." Suggested list price for the new S100 aerosol is $9.95. For more information, call 203-488-6569.

Drop Dead Front End



Perse Performance is pleased to announce its new Fat Spherical Long Sleeved Front End for the American V-twin market. It's Precision-machined from 6061-T6 billet to exact tolerances. Perse Performance's Fat Spherical Long Sleeved Front End offers both unsurpassed performance and impeccable style.

The Fat Spherical Long Sleeved Front End offers dramatically tapered lower legs and is equipped with the finest internal components available, including RaceTech gold valves and springs. It also demonstrates Perse Performance's innovative engineering; the company's trademark internal brake lines and hidden axles and hardware make it hard to see how the front end is held together. Other features include 41-mm tubes; easy pre-load steering adjustment; billet slider covers; adjustable fork sleeves; a unique cam-lock design that holds axle, trees and stem securely; pre-drilled for internal fork stops; and standard fork tube lengths for FLS or FXST.

For more info, call 877-631-3093, or visit www.perse- performance.com.

Aeromach's Funhouse Mirror With Tribal Arm

Look no further if you're searching for a truly wicked looking mirror. This one from Aeromach is truly reminiscent of a medieval torture instrument, and is hand made from extruded billet aluminum, before being polished and chrome plated. Aside from helping you see what's behind, this mirror could turn out to be very handy around the house if you ever needed to extract a molar or gut a grizzly bear.

These beauties are available individually for a mere $100.90. Don't hesitate to contact Aeromach Mfg., 800-990-9392 or www.aeromach.net, if you come up with more interesting uses for the Funhouse mirror with Tribal Arm—they'd love to hear from ya.

BDL's New 8-mm "Super Street" Clutch

The all new 8-mm Super Street clutch for 3-inch BDL primary drives includes a new billet clutch basket with a new hub that's made from 7075 aluminum for superior strength.

The newly designed clutch pack includes nine friction plates and 11 steel plates for quieter and more responsive clutch action. The new pressure plate includes nine springs for unrelenting clutch pressure.

The complete combination is available as a retrofit for BDL's 3-inch, 8-mm, 5-speed drives and is available as a complete kit with motor plate part No. EVO-9SS.

For a limited time BDL will take your existing 3-inch basket and clutch in on trade for the Super Street upgrade, if you have a 5-speed unit. Ya can't beat that!

Contact BDL for details at 714-685-3333.

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This pagan gold powerhouse is so proper it will stomp a mud hole in your ass. Its styling is reminiscent of a WW II Japanese bomber, with enough extra sparkle to keep you seeing stars for days. Billy Lane, the hardcore heavy hitter of Choppers Inc. fame, is a fierce competitor in the world of bike-building prizefighters. He built this ride for himself, completing most of the design and fabrication on the Fourth of July, 2001. Working nonstop for six weeks, Billy wound up with a bike that no one else could afford because of the intense time invested in it. He first made a nasty little rolling chassis, but somebody else wanted it. When a couple of his friends brought him this organic 1939 Harley frame and mill all covered in rotting cornstalks and moose shit, Billy knew that they had literally unearthed his next bike.

Knuckle Sandwich

IT'S NOT JUST FOR BREAKFAST ANYMORE

Small, low, and really fast, Billy's jaw-dropping, creation represents his idea of everything the perfect scoot should be. He always wanted a badass, "brass-knuck" hardtail, so it was a unanimous decision to totally bust the antique putt all the way down and bring it back to life.

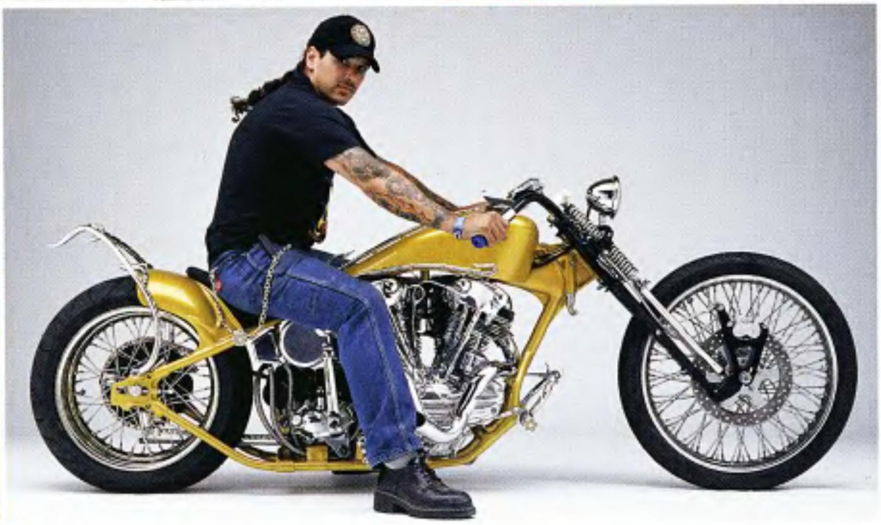
Billy chopped away at the old ride like a madman, gusseting and molding a fat, single downtube to the stock forward casting and relocating a "new" 1935 neck a bit lower than stock. It helps to give it that attitudinal stance. He cut out the backbone to add more spinal curvature and sectioned and widened the lower rails and rear end. This truly one-off frame retains all of its Milwaukee castings and in its updated form, includes some serious touches of class that the factory forgot, like those horny little chrome protuberances that

nicely fill the spaces where the frame legs used to be. Knuckle Sandwich is the tastiest example we've seen yet of how to blend a heaping helping of old-school cool with a slice of future technology. Billy hooked up with Tony at Knucklehead Power, who built this incredible chunk of knockout chrome to his exact specs. Tony warned him about the way chrome gets flakey around ironhead heat, but Billy

wouldn't hear of it. Hell, he added more to the challenge by nudging in the 39-mm Mikuni twins. The chromed out, 84-inch knucklehead motor is more than just a hardcore hop-up.

A fan of Ed "Big Daddy" Roth, Von Dutch, and George Barris, Billy was a hot rod guy in his early days. His Dad and his big brother, Warren, turned him on to motorcycles. It is no wonder that hardcore choppers became his driving passion. Choppers Inc. is a very busy joint with a half-dozen ongoing projects in the shop most of the time. Billy is constantly developing new products, using all the facilities of his quarter-million-dollar shop to fearlessly take on all comers. There is a full machine shop, as well as welding and fabrication shops at his disposal where he spends half of his

time destroying things and the other half making them. For some, it is hard to swallow all of the trick treats you see here on the Knuckle Sandwich. Billy wouldn't have it any other way. If you would like to see what this bike can do, go to www.choppersinc.com and check out the video of Billy making the Knuckle Sandwich mutate the back tire into a malformed Michelin. *—Jeff Moore*



Owner: ....Billy Lane
City: ....Melbourne, Florida

General

Fabrication: ....Choppers Inc.
Year/make: ....2001 knucklehead
Model: ....Knuckle Sandwich
Assembly: ....Choppers Inc.
Time: ....6 weeks
Chroming: ....Spacecoast Plating

Engine

Year: 2001
Rebuilder: ......Knucklehead Power
Displacement:........94 cubic inches
Cam: ....Knucklehead Power
Carb: ....Twin Mikuni 39-mm
Pipes: ....Choppers Inc.

Transmission

Year/make: ..1980/Harley-Davidson

Painting

Molding: ....Mike Martinez
Painter: ....Mike Martinez
Color: ....pagan gold
Type: ....House of Kolor
Special paint: ....every bit of it is special

Frame

Year/make: ..1939/Harley-Davidson
Type: ....knucklehead rigid
Rake: ....46 degrees
Stretch: ....8 inches
Shocks: ....none

Accessories

Handlebars: ....knucklehead
Risers: .... none
Handlebar controls: ....H-D
Fenders: ....Jesse James
Headlight: ....small
Taillight: ....Lucky Seven by Choppers Inc.
Pegs: ....original 6-gun by Choppers Inc.
Foot controls: ....Choppers Inc.
Gas tank: ....Choppers Inc.
Oil tank: ....Custom Chrome
Seat: ....PDQ Upholstery
Grips: ....Harley-Davidson

Front end

Type: ....1935 H-D VL Springer
Builder: ....Harley-Davidson

Wheels

Make: ....Harley-Davidson
Size: ......21 x 2.25 front/17 x 7 rear
Tires: ....Avon/Michelin
Brakes: ......Performance Machine/ Harley-Davidson drum

Photos: ....Michael Lichter

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Easynews

If it's of interest to bikers, we'll print it.

Easyriders' Sweeps Winner

2001 SWEEPSTAKES WINNER!

Photo: supplied by Barbara Friebus

When Barbara Friebus, of Bloomsburg, Pa., sent in her entry form for the *Easyriders* 30th Anniversary Sweepstakes, she had no idea that the intricate details of fate would allow her to win the grand prize, a 100 Anniversary 2001 Indian Chief, with a one-of-a-kind commemorative *Easyriders* paint scheme. Barb was actually the third runner-up, drawn from the tens of thousands of entries, so many, in fact, that the rag's crew and officials had to quite literally shovel through them... with actual shovels!

It seems the first two runners-up were unable to fulfill their duties... oops, that's Miss America. Actually, one of them couldn't be found, and the other, due to his unfortunate incarceration, isn't in a place conducive to enjoying the freedom of the road. We send our condolences to both, and hope they have better luck in the future.

Barbara, however, seems to have wonderful luck. She was already the owner of a 1962 panhead, complete with sidecar. Her husband, Paul, rides a custom 1946 flathead. They spend their days at American Cycle Fabrication, Inc. Piss on Robin Leach and caviar, this couple has got it made.

This new Indian princess is no rookie. That old panhead of Barbara's is a kickstart-only model. She's been ridin' for 13 years, and has been spending quite a bit of time getting the feel of her Chief and a new war dance across the blacktop. After recuperating from the initial shock, she was anxious to take her Indian for a test ride. She admits now, with a laugh, that her Harley has received a rest since she got her latest scoot.

It seems the Spirit In The Sky was smiling in her way as it blessed her with this wonderful prize. It does all of us ladies in leather good to see a sister so dedicated to her lifestyle. A woman's place is on the road, Barbara, ride on!

As for everyone else, here's proof that it pays to enter the Sweepstakes. If the third runner-up won a new Indian Chief, there's hope for all of us in the 2002 *Easyriders* Subscription Sweepstakes. You can't win if you don't enter...no, wait, that's Ed McMahon's line. OK, you can't win if ya don't play...no that's the lottery. —*Amy White*

Security Punks

Don't Mess With Bob

Bob Dylan had a little problem at one of his live concerts in Medford, Oregon, which took place at the Jackson County Exposition Center. Taking precautions after what happened on September 11th, Dylan requested extra security.

He not only got it but was actually denied entrance into his own concert because he didn't have a backstage pass. It seems a few "security punks" had strict orders from Dylan's very own security people that "no one" was to get backstage without an official credential. Somehow, I get the impression that these "security goons" took their job way to seriously, and were way too young to even know who Bob Dylan is.

Well, as you can guess, shit hit the fan and Dylan himself set their sorry asses straight in a hurry! I kinda suspect that a few heads were "Like A Rolling Stone" and they didn't roll down "Highway 61" either! —*Twiggy*

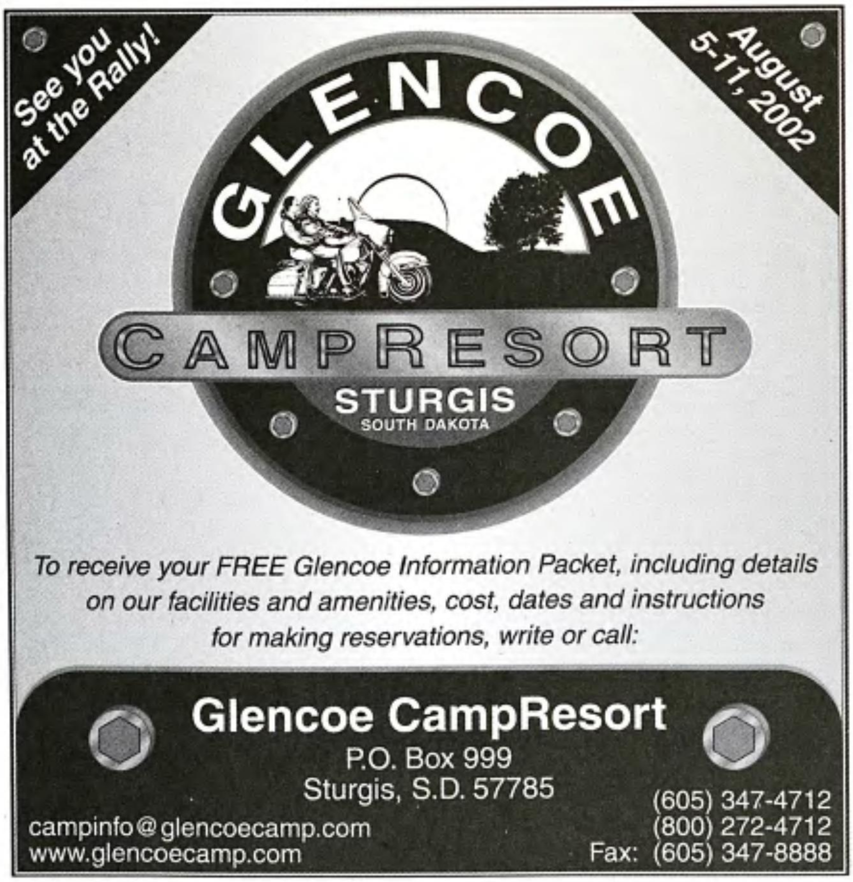
Hall Of Fame

AN ORIGINAL HEART 'N' SOUL BIKER RIDES INTO THE SUNSET

LeGrand Lewis Jordan, a pioneering motorcycle patrolman and bike designer-builder, who began riding in 1917, logging hundreds of thousands of miles for work and pleasure, died recently of heart failure in Malibu, California. He was 100 years old.

Jordan designed and built a futuristic-looking, prototype 4-cylinder, shaft-driven scoot in the mid-'30s. He joined the Los Angeles County Motor Patrol in 1930, later joining the California Highway Patrol when the L.A. Patrol gave way to the CHP.

The historic "Jordan" motorcycle can be seen at the Petersen Automotive Museum, 6060 Wilshire Boulevard in Los Angeles. The bike is on exhibit in the Otis Chandler Motorcycle Gallery, according to a museum spokesman. Call 323-964-6356 for info.



Shack Of Shame

Advocates For Safety

Even a national disaster like September 11, didn't humble, or even slow down for one moment, the Advocates for Highway and Auto Safety (AHAS), in their open hatred for motorcyclists. Just what flag are these safety-Nazis flying? It sure isn't the American flag by any means. Here's some more of their non stop "spin" on the "public burden theory" that we've all heard before.

A recent poll from www.saferoads.org, the Web site of AHAS, entitled The American Public Wants Motorcycle Helmet Requirements states: "By an overwhelming majority (81%), Americans favor state laws requiring motorcyclists to wear helmets. At a time when states are repealing or limiting helmet requirements, the public sentiment is contrary to this political action. People do not want to be the ones to pay bills for preventable injuries."

To this idiotic nonsense, AMA Director of State Affairs Sean Maher, correctly replied, "This poll is extremely misleading because it's drawing conclusions that simply can't be drawn from the question that was asked. For example, the question has nothing to do with medical bills. This is the type of propaganda that non-riders are subjected to that we need to debunk."

"What a tangled web we weave, when first we practice to deceive!" It's totally unbelievable to motorcyclists, how you sorry non-ridin' bureaucratic fucks actually walk away with a paycheck (at taxpayers expense) by using outright, bald-faced lies and deceit to push your sick freedom-stealin' agenda. Even more insulting is the fact that after a workday, you people go home, get a good night's sleep, then return the next day congratulating each other for a job well done. Nuff said. —*Twiggy*

Honorable Duty

Dog Tags Found

On a recent *Today Show* there was a story about Rob Stiff and Jim Gain. They went to Hanoi (now known as Ho Chi Minh City), on a business trip, and encountered a "creep" selling old G.I. dog tags from U.S. servicemen who were killed during the Vietnam War. They were disgusted that he was profiting from the sale of these dog tags and purchased all of the dog tags at a paltry 14-19 cents each.

Their plan was to return the dog tags to surviving family members here in the U.S. if they could find them.

Well, the process of returning these dog tags begun on July 4th, 2001, with Orlando, Florida, resident Mrs. Ruth Decker, who lost her son, 19-year-old USMC Lance Cpl. Allan George Decker, while serving as a machine-gunner with the 2nd Battalion, 27th Regiment of the 3rd Marine Division. On August 25, 1968, Allan George Decker was killed in action in Quang Nam province.

The "icing on the cake" for his mother, who reclaimed her son's dog tags after some 33 years later, was the fact that her birthday is also on July 4th! What a gift.

Stiff and Gain have set up a Web site listing the names of all whose tags they purchased. If you lost friends, family, or know of someone who lost a loved one in Vietnam, check out this Web site. If you recognize a name, contact these two men to help them in their efforts to return the dog tags to its rightful survivor. As an ex-Vietnam Vet, I'm sure a family member would be eternally grateful to have such an important item returned.

The site is www.founddogtags.com. My sincere thanks to Kirsten Nelson, and to ABATE of Iowa's *Free Way Flyer* Editor Dan "Spotman" Spotten, for bring this to our attention. —*Twiggy*

Easyriders of Quincy, Ill.

ANOTHER ONE OPENS UP!

The brand-new Quincy, Illinois, Easyriders retail store, which opened "grandly" last November, is already burnin' rubber say owners Dick Winters and Rod McClean. There is not another store of its kind around, and the closest Harley-Davidson dealership is about 100 miles away, Winters told us. The new store sells Harleys, Big Dog scoots and head-turnin' custom jobs created by noted bike builder John Poppe. Along with a treasure trove of motorcycle parts of all types, the shop also stocks Easyriders accessories and apparel, along with other cool stuff like West Coast Choppers T-shirts.

Bikers for many years, both Winters and McClean long pursued other lines of work—Winters in insurance and McClean in the restaurant business—"before doing what we always wanted to do," Winters said. "Life is just too short not to follow your heart," he added with a laugh.

Poppe specializes in "the new chopper look—long and low with wide tires," he said. He's working on one now that should be on the floor anytime, he continued. It will probably carry a price tag of around $25,000-$27,000.

Poppe is a third-generation builder. And, believe it or not, his grandfather built a bike in the early 1900s from a gas washing-machine motor.

Asked why they opted for an Easyriders franchise, Winters remarked: "Because we like the *Easyriders* philosophy and identify with it."

The Easyriders retail-store network extends across the country. The Quincy shop is at 2703 Broadway; pnone 217-228-7433,. Or, check out their Web site at www.easyridersquincy.com. —*Nomad*

Happenings

ARIZONA
Bikerfest 2002
Place: Parker
Date: Feb. 2-4
Info: 520-669-2174
888-733-7275

Florence Prison Run
Place: Florence
Date: Feb. 3
Info: 480-695-6710

Antique/Classic Motorcycle Show and Swap Meet
Place: Club Rio, Tempe
Date: Mar. 24
Info: 602-843-6064
602-849-3049

Bike Show and Rodeo
Place: The Desert Rose Bar and Café, Arlington
Info: 520-669-2599; 520-726-9345; 602-789-9269

ARKANSAS
Swap Meet/Bike Show
Place: Little Rock Expo
Date: Feb. 3
Info: 501-988-1480

CALIFORNIA
Rod/Motorcycle Show
Place: Oakland Colsm
Date: Feb. 8-10
Info: 209-744-8090
motorsportshows.com

Motorcycle Swap Meet
Place: Costa Mesa
Date: Mar. 1
Info: 949-582-2371

FLORIDA
Annual Freedom Rights Rally State Meeting
Place: Monticello
Date: Feb. 9-11
Info: 407-668-5006

Daytona Bike Week
Place: Daytona
Date: Mar. 1-10
Info: 386-255-0981
daytonachamber.com

Bike Week at ABATE Campground
Place: Volusia County
Date: Mar. 1-10
Info: 407-668-5006
www.abateflorida.com

GEORGIA
Swap Meet/Bike Show
Place: Atlanta
Date: Feb. 24
Info: 404-294-8900

Helmet Protest Ride
Place: Atlanta
Date: Mar. 11
Info: ABATE of Georgia
404-294-8900

All Harley Drag Races
Place: Reynolds
Date: Apr. 19-21
Info: 770-603-9501;
404-226-7949

ILLINOIS
Easyriders Bike Show
Place: Chicago
Date: Feb. 2
Info: 800-962-9857
Motorcycle Show
Place: Rosemont
Date: Feb. 8-10
motorcycleshows.com

Chili Party
Place: Chicago Chapter ABATE, Park Ridge VFW
Date: Feb. 9
Info: 312-661-9171

Swap Meet—M/C Show
Place: Springfield
Date: Feb. 17
Info: 800-87-ABATE

Bike Show/Swap Meet
Place: McCormick Place
Date: Feb. 24
Info: 800-87-ABATE

Annual Parts Expo and Swap Meet
Place: Madison
Date: Mar. 24
Info: 262-835-9509

Dave White Awareness Ride
Date: Apr. 28
Info: 1-800-87-ABATE

IOWA
Motorcycle Show/Swap
Place: Des Moines
Date: Feb. 9-10
Info: 712-262-8910

KANSAS
Bike Show
Place: Wichita
Date: Mar. 31
Info: 316-312-6632
www.pureenvy.com

LOUISIANA
La. Purchase MC Rally
Place: New Iberia
Date: Mar. 14-17
Info: 337-365-4277

Annual NCOM Convention
Place: New Orleans
Date: Apr. 9-11
Info: 800-525-5355

ABATE Spring Fling
Date: Apr. 26-28
Info: 888-892-2669

MARYLAND
Balt.Intl.Motorcycle Show
Place: Convention Ctr.
Date: Feb. 1-3
Info: 301-808-2233

Sadie Hawkins Dance
Place: Reisterstown
Date: Feb. 23
Info: 410-876-2778

Annual Easter Egg Run
Place: Glen Burnie
Date: Apr. 13
Info: Pat 410-766-6497;
Bill 410-451-2610

MICHIGAN
Bowling Thunder
Place: ABATE 20
Date: Feb. 9
Info: 810-233-4237

Motorcycle Swap Meet
Place: Lenawee County Fairgrounds, Adrian
Date: Feb. 10
Info: 517-547-6077

Motorcycle Swap Meet
Place: Detroit
Date: Feb 17
Info: 800-968-4242
motorcycleswap.com

Daytona Run
Place: ABATE 7
Date: Mar. 3
Info: 517-673-4743

Motorcycle Swap Meet
Place: Saginaw
Date: Mar. 24
Info: 800-968-4242

Motorcycle Swap Meet
Place: Grand Rapids
Date: Apr. 7
Info: 800-968-4242
www.motorcycleswap.com

Spring Run
Place: ABATE 7
Date: Apr. 20
Info: 517-673-4743

Motorcycle Swap Meet
Place: Detroit Fairgrounds
Date: Apr. 21
Info: 800-968-4242
www.motorcycleswap.com

Motorcycle Swap Meet
Place: IMA Arena, Flint
Date: Apr. 28
Info: 800-968-4242
www.motorcycleswap.com

MINNESOTA
Great North Bike Show
Place: Duluth
Date: Apr. 27
Info: 715-392-6008

MISSOURI
Easyriders Bike Show
Place: Kansas City
Date: Apr. 13
Info: 800-962-9857
www.easyriders.com

NEVADA
Laughlin River Run
Place: Laughlin
Date: Apr. 24-28
Info: 714-694-2800

NEW YORK
Bike & Tattoo Expo & Swap Meet
Date: Feb. 23-24
Place: Long Island
Info: 516-489-9613

Cabin Fever Party
Monroe Chapter ABATE
Place: Calif. Brew Haus
Date: Mar. 23
Info: 716-234-0895
abatenymonroe.org

3-2-1 Spring Cash Raffle
Place: DR's Inn, Rochester
Date: Apr. 6
Info:brotherhoodmc.com

IHMC Swap Meet
Date: Apr. 18
Place: Rt. 104, Ontario
Info: 716-748-1765;
716-738-6581

Annual Charity Ride
Date: Apr. 25
Place: Stan's H-D, Batavia
Info: 716-343-9598

Breakout Run Bike Blessing
Date: Apr. 28
Place: Dandrea's Party Hse
Info: 716-234-0895
www.abatenymonroe.org

N. DAKOTA
Freedom Rider 22nd Annual Bike Show
Place: Bismarck
Date: Mar. 16-17
Info: 701-734-6411

Crusaders Bike Show
Place: Ramada Plaza Suites
Date: Mar. 16-17
Info: 701-237-4766

OHIO
ABATE State Seminar
Place: Columbus
Date: Feb. 1
Info: 800-25-BIKER

Penn-Ohio Swap Meet
Place: Brookfield
Date: Feb. 10
Info: 724-588-4559

Easyriders Bike Show
Place: Columbus
Date: Feb. 15-17
Info: 800-962-9857

Annual Meltdown Party
Place: Twinsburg
Date: Feb. 23
Info: Kevin 330-325-8771

Daytona Party
Place: Geneva
Date: Feb. 24
Info: 440-576-1274

Spring Fling Party
Place: Ulrichsville
Date: Mar. 17
Info: 330-821-9468

ABATE/CMRO Dinner and Meeting
Place: Painsville Twp.
Date: Mar. 24
Info: abatecmro.org

Blizzard Run and Steak Fry
Date: Apr. 21
Place: Brunswick
Info: 330-225-1423

Out of Hibernation Run
Date: Apr. 28
Place: Twinks, Shreve
Info: 330-262-3991

OKLAHOMA
Legislative Breakfast
Place: Oklahoma City
Date: Feb. 21
Info: 405-936-RIDE

Mystery Poker Run
Place: Oklahoma City
Date: Mar. 3
Info: 405-936-RIDE

TENNESSEE
Easyriders Bike Show
Place: Memphis
Date: Feb. 9
Info: 800-962-9857

TEXAS
St. Valentines Massacre
Place: Boerne
Date: Feb. 15-17
Info: 210-226-6863

Easyriders Bike Show
Date: Apr. 6
Place: Fairplex, Dallas
Info: 800-962-9857
www.easyriders.com

WISCONSIN
H.O.G. Indoor Bike Show
Date: Apr. 5-7
Place: Rice Lake
Info: 715-458-4487

STATE MRO'S:

ALABAMA
ABATE, P.O. Box 6063, Anniston, AL 36205; (888) 800-2812

ALASKA
ABATE OF ALASKA, P.O. Box 92213, Anchorage, AK 99509; (907) 566-3332; www.abateofalaska.net

ARIZONA
ABATE, 8900 N. Central Ave., Suite 303, Phoenix, AZ 85020-2848; (602) 678-4012; abateofaz.com

MMA, P.O. Box 2090, Page, AZ 86040; (602) 788-8873; MMA-az.org

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ABATE, 18019 Amazon Lane, Little Rock, AR 72206; (501) 888-5893; arkansasabate.org

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ABATE, 158 South Fir St., Ventura, CA 93001; (805) 641-2334; abate.org

MMA, 1906 1/2 19th St. Sacramento, CA 95814; (916) 442-4727; www.mmaweb.org

COLORADO
ABATE, 3334 S. Sherman St., #B, Englewood, CO 80110; (303) 659-6374; abateofcolo.org

Riders for Justice, P.O. Box 1986, Loveland, CO 80539; ridersforjustice.com

CONNECTICUT
(CMRA) CT M/C Riders Asn., P.O. Box 56, New Britain, CT 06050; (203) 588-6666; www.sidecar.com/cmra

DELAWARE
ABATE Inc., P.O. Box 10923, Wilmington, DE 19850; (302) 7310455; abateofde.tripod.com

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GEORGIA
ABATE, P.O. Box 669, Pine Lake, GA 30072; (404) 294-8980; abatega.org

HAWAII
Street Bikers United of Hawaii, P.O. Box 6345, Honolulu, HI 96807; (808) 842-5530; www.streetbikersunited.com

IDAHO
ABATE of Northern Idaho, P.O. Box 2244, Coeur d'Alene, ID 83816; (208) 245-2320; abate-nid.org

Idaho Coalition for M/C Safety, P.O. Box 2732, Boise, ID 83701; (208) 345-2003; cyclenuts.com

ILLINOIS
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KANSAS
ABATE, 650 Elm St., Perry, KS 66073; (785) 597-5140 or (800) 657-5763; abateks.org

KENTUCKY
Kentucky Motorcyclists Association, P.O. Box 17407, Louisville, KY 40217; (800) 68-CYCLE; kmakba.com

LOUISIANA
ABATE of Lousiana, P.O. Box 541, St. Amant, LA 70774; (800) 393-5966; abateoflouisiana.org

MAINE
United Bikers of Maine, P.O. Box 2629, Augusta, ME 04338; (888) 229-9UBM; ubm-usa.org

MARYLAND
ABATE of Maryland, 8 West Street, Annapolis, MD 21404; (800) 843-0252, (410) 263-9185; abate-of-maryland.org

MASSACHUSETTS
ABATE of Massachusetts, Inc., Box 850724, Braintree, MA 02184; abateofma.com

MMA, P.O. Box 378, Brimfield, MA 01010 (800)432-1MMA; www.MMA-of-MA.com

MICHIGAN
ABATE, P.O. Box 70, New Baltimore, MI 48047; (810) 949-7146; abateofmichigan.org

MINNESOTA
ABATE of Minnesota State Office, P.O. Box 6, Marshall, MN 56258; (800) 224-6570 abatemn.org

Minn. M/C Riders Assoc., P.O. Box 18067, Minneapolis, MN 55418; (800) 541-1704

MISSISSIPPI
ABATE, P.O. Box 7692, Jackson, MS 39284; (601) 587-0695; msabate.com

MISSOURI
Freedom of Road Riders 1424 Estate Dr., Bates City, MO 64011; (800) 309-RIDE, (573) 474-7326 www.forr.net

MMA, HC72, Box 398, Souder, MO 65773

MONTANA
ABATE, P.O. Box 351, Helena, MT 59624; (406) 434-2473

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ABATE of Nebraska, P.O. Box 30332, Lincoln, NE 68503; (402) 489-0651; abateofne.com

NEVADA
ABATE, P.O. Box 1566, Elko, NV 89803; (775)753-8825; www.abate-of-nevada.org

Nevada Assoc. of Concerned Motorcyclists, 4001 N. Las Vegas Blvd., Las Vegas, NV 89115; (702) 870-6121; www.nacmofnv.com

NEW HAMPSHIRE
NHMRO, 72A Old Derry Road, Londonderry, NH 03053; (603) 627-3528; nhmro.org

NEW JERSEY
ABATE, 719 Main St., Metuchen, NJ 08840; (732) 549-1990

NEW MEXICO
ABATE, P.O. Box 23, Tularose, NM 88352; (505) 585-9789

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ABATE, Inc., 1341 Little Falls Rd., Corfu, NY 14036; (716) 762-8461; ABATEny.org

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ABATE, 1001 S 22nd, St., Bismarck, ND 58504; (701) 223-5609, (800) 726-4094 (in-state), members.tripod.com/abate-nd

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ABATE/Concerned Motorcyclists of Ohio, P.O. Box 5309, Willowick, OH 44095; (800) 25-ABATE; www.abatecmro.org

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ABATE, P.O. Box 45513, Tinker AFB, OK 73145; (405) 672-1008, (405) 936-RIDE; abateok.com

OREGON
ABATE, P.O. Box 4504, Portland, OR 97208; (503) 285-4329; abateoforegon.org

PENNSYLVANIA
ABATE, P.O. Box 15266, Harrisburg, PA 17105; (717) 234-3777, fax: (717) 234-8076; abatepa.org

Pennsylvania Coalition Of Motorcyclists 601 Ryanard Rd., Wallingford, PA 19086; (610) 872-6969

RHODE ISLAND
R.I. Motorcycle Assoc., P.O. Box 726, Pawtucket, RI 02860; (401) 722-1122

SOUTH CAROLINA
ABATE, 2080 Hilton Way Road, Landcaster, SC 29720; (803) 283-0819; draco.scsu.edu/ABATESC.html

SOUTH DAKOTA
ABATE, P.O. Box 742, Sturgis, SD 57785; (605) 347-4009, (605) 343-8474; abatesd.com

TENNESSEE
CMT/ABATE, Pat Peoples, P.O. Box 984, Murfreesboro, TN 37133-0984; (615) 907-0304; cmta-bate.com

TEXAS
Texas M/C Rights Assoc. II, P.O. Box 142508, Austin, TX 78714; (877) 459-6777; tmra2.org

Texas ABATE Confederation, Inc., 4184 Silver Dome Road, Lot 106, Denton, TX 76028; (940) 383-2598; bikersoutpost.com/abate

UTAH
ABATE, P.O. Box 213, Roy, UT 84067; (801) 627-1117; abateofutah.org

VERMONT
Freedom of the Road Riders, PMB #194, 45 State Street, Montpelier, VT 05601; (888) 989-9249

VIRGINIA
ABATE, P.O. Box 22676, Alexandria, VA 22304; (804) 846-8810; abateofva.org

V.C.O.M.
P.O. Box 5424, Richmond, VA 23220-0424; (800) 437-9434; www.vcomonline.org

WASHINGTON
ABATE, P.O. Box 8369, Tacoma, WA 98418; (425) 643-9675; abate-wa.org

WASHINGTON D.C.
ABATE of D.C., P.O. Box1808, Washington, D.C. 20013; (202) 546-0983

WEST VIRGINIA
ABATE, P.O. Box 5110, Charleston, WV 25361; (304) 547-5495; wvabate.org

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ABATE, 438 N. Water Street, Black River Falls, WI 54615; (715) 284-7415, (800) 386-4442; abatewis.org

WYOMING
ABATE of Wyoming, Rt 2 - Box 301A, Torrington, WY 82240; (307) 532-2507; abatofwyoming.org

Central ABATE, P.O. Box 430, Mills, WY 82644; (307) 266-6522

Wyoming Association of Concerned Motorcyclists, Box 2616, Mills, WY 82644; (307) 235-1324; www.geocities.com/abate-ofwyoming_2000

Wyoming Coalition of Bikers, P.O. Box 2653, Mills, WY, 82644; (307) 687-0459

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Easyriders Store, 605 Main St., Daytona Beach

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Cycle Lab, 1911 S. State Rd. #7, Ft. Lauderdale

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Easyriders Atlanta, Units E&F, McDonough

Easyriders Valdosta, 1747 W Gordon St., Valdosta

Rebel's Customs, 560 SR 20 Spur SE, Cartersville

Idaho
Easyriders Road House, 1640 E. Schneidmiller Av. Post Falls

Illinois
Easyriders Quincy, 2703 Broadway, Quincy

Indiana
Brandt's H-D, Inc., 1617 S. Wabash St., Wabash

Kansas
Easyriders Wichita/Bikers Edge, 1201 E. Central Ave., Wichita

K.C. Creations, 7524 Frontage Rd, Overland Park
Seber's Leavenworth Cycles, 222 Seneca, Leavenworth

Louisiana
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Massachusetts
Dave Frank M/C Sales, 81 Bridge St., Salem

Michigan
Saginaw Valley Motorworks, 3850 S. Huron Rd., Bay City

Missouri
Easyriders St. Louis, 11720 Dorsett Rd., Maryland Heights

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Goldrush Pawn, 1353 Hwy. 2 East, Kalispell

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Las Vegas H-D, 2605 S. Eastern, Las Vegas

New Jersey
Kosco H-D, 1149 State Route 23, Kinnelon

New Mexico
Easyriders Albuquerque, 1220 S. Renaissance Bl., Albuquerque

New York
Light House H-D, 670 E. Jerico Turnpike, Huntington Station

World Wide Cycles, 100 St. Paul St., Rochester

Zack's V-Twin Cycles, 593 Violet, Hyde Park

North Carolina
Cape Fear H-D, 3618 Sycamore Dairy Rd., Fayetteville

Easyriders Greensboro, 106 College Rd., Greensboro

Ohio
Don's Custom Cycle, 8619 Harrison Pike, Cleves

Easyriders Cincinnati, 7220 Dixie Hwy., Fairfield

Easyriders Columbus, 611 E. Broad St., Columbus

F&S Motorcycle Sales, 7220 Dixie Hwy., Dayton

Texas
Easyriders Dallas, 9304 Harry Hines Blvd., Dallas

Virginia
Shenandoah H-D, 2800-C W. Main St., Waynesboro
Easyriders of Richmond, 3201 W. Broad St., Richmond

Washington
R&R Motor Inc., 2726 Bldg. E. Black Lake Blvd., Tumwater

Wisconsin
Mischler's H-D & BMW LLC, N. 8063, Hwy. 33, Beaver Dam

H-D of Appleton, Inc., 2144 W. Wisconsin, Appleton

You got it—just make a purchase of $50 or more and ask for your free copy of Easyriders from any of the bike shops listed here. And remember to take this page with you when you're on the road—it's a handy guide to some of the best Harley parts and service outlets around.

Talking Tech

NOBODY WANTS TO HELP ME

I have a 1996 FLSTC. I'm tired of the belt drive squeaking, chirping, and squealing. I want to change it to a chain and sprocket setup. The local shop will not help me. I've asked a lot of shops and seem to just get the runaround. Any ideas on where I can find this type of kit and either do it myself or find someone that can do it?

Lyle B.
Seattle

So, the local shop won't help you, or you didn't like their answer? Did you consider that all the problems you are experiencing with your belt may be the fact that your belt simply needs to be adjusted? Maybe it's out of alignment. Maybe you, like many others, aren't maintaining it properly. Have you tried some good old-fashioned belt dressing...ever? If you are set in your ways about changing everything, fine. Go see Russ Tom at Downtown Harley-Davidson in Seattle. Don't call him, or anyone else for that matter, and waste his time if you aren't serious and ready to hear the answer. This isn't going to be a simple one-hour job, this is gonna cost a little. You can reach him at 206-243-5000.

I HAVE PROBLEMS

Here is my problem: I did some engine mods to my 99 Evo SE heads, 10.5:1 pistons, power arc ignition, Thunderheader, and SE-57 cam. I really like the way she runs but find that I'm right at the bottom of my power band when tooling down the road (at the speed limit). I sat down and started playing with the gearing numbers and reasoned that if I change the rear pulley from a 65- to a 70-tooth I should pick up just enough so that if I down shift one gear at normal cruising speed and twist the throttle—I'll be moving right along in no time. Now, I would like to maintain the stock look of the rear end of the bike. I found in Harley's catalog a 70-tooth rear pulley that is designated for a Dyna. Well, the dealer couldn't tell me if it would bolt up. Add to the mix that I would like to upgrade to a 150-series rear tire at the same time, and the guy just locked up on me. Can you advise, and what other pitfalls do you see, you know, like axle spacers, belt length, etc.

Lurch
Via the Internet

So let me understand this, you want to lower your gearing? If this is what you want you gotta know that putting on a larger rear pulley will decrease your speed at the same rpm. In other words, your engine will have to spin faster to maintain the same speed, get it? Now on to your second problem. Yes, you'll need a longer belt 'cause your rear pulley is bigger. Good luck finding the size you need, you'll just have to measure and look around. You'll also have to spring for a wide-tire kit if you want to run a 150 tire. Look in the aftermarket catalogs, they all have one or two to choose from. So that means new spacers, and lots of time messing with things to get it right. You're really gonna have to do your reaserch here. Not all products are going to match up together. You're gonna have to do some customizing. Say it with me, THERE IS NO SUCH THING AS BOLT ON.

NEEDS HELP

I've got a couple of questions that I need help on: First, I have a 1998 Fat Boy with a Dyna 2000 ignition and coil, Andrews EV27 cam, S&S carb, Hypercharger and Vance & Hines Big Shots with the baffles cut to 3 inches. The bike runs okay but I did not see a big difference from the stock setup after adding the above listed parts. From my reading I feel that my problem may be with my pipes' back pressure. I really like the looks of the Big Shots, is there anything I can do to increase performance with these pipes? My second question is about lubricants. I want to change all the bike's lubricants over to synthetic but would like your opinion on which ones to use.

Lonnie Ward
Morehead City, N.C.

Tell me Lonnie, if that is indeed your real name, in Morehead City, do ya get more...? There could be a number of reasons that you don't feel much difference with the mods you've done. Have you checked your timing? Do you know how to check your timing? Have you checked your jetting? Do you know how to...I think you get it. What I'm trying to say is, I need a little more information to determine what the problem is. Here's just a little tip to EVERYONE: there are lots of performance products and "enhancers" out there and available to you. Do not think for one minute that by just installing all of them it's going to increase anything. Just because you throw on a set of pipes and a carb doesn't mean the horsepower increases, as there are a couple of other things you need to do first. Sorry Lonnie, but you get to be the class example today. Here we added four different components to a bike with little effect. Why? Because—and I apologize if I'm wrong—but it seems like there were some small simple steps that need to be taken with each component that weren't done. Look, if you want to do the work yourself, be prepared to do ALL the work. If you're taking it to a shop, talk with the mechanic doing the work FIRST. If you take it to a dealer, ask the service manager if you can talk with the guy doing the work.

As far as using synthetic fluids goes, if you're buying primary fluid and trans lube from your Harley dealer or an independent bike shop you're already using synthetic. There are many synthetic engine oils to choose from, I'm not sure which one is the best but if you ask them they will tell you. Here "end-eth" the lesson.

—Gearhead

How many times have you sat in your garage, just teetering on an old milk crate and scratching your head over how to do this or that? Well, here's your chance to find the answer—whether you want to hear it or not.. Write to Talkin' Tech, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail your question to: wrench@easyriders.net.

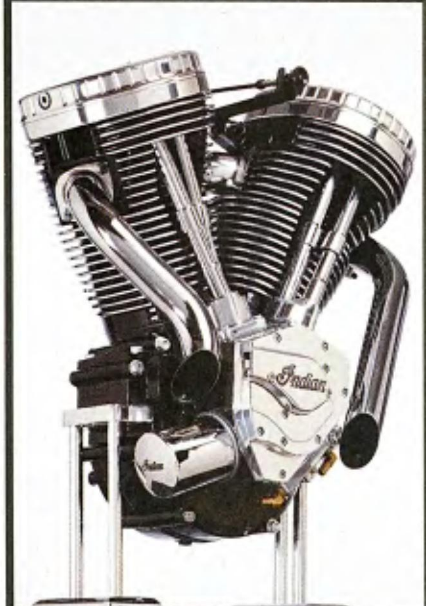
MAN, I KNEW THESE HILL CLIMBERS HAD LONG SWINGARMS BUT THIS IS UNBELIEVABLE
TOM WOJAHN

FIRST INDIAN V-TWIN ENGINE ON 2002 INDIAN CHIEFS

Honest Engine

The first Indian V-twin engine designed in 50 years will power the 2002 Indian Chief motorcycle, which will arrive in the spring of 2002, completing the return of this American icon. True to the classic styling and performance heritage that makes Indian one of the most admired brands in American history, the powerful 100-cubic-inch (1638cc) 45-degree, V-twin engine recreates the unique look and robust feel that captured the affection of motorcycle enthusiasts around the world.

Built as a platform that Indian can build upon for years to come, the engine is the largest displacement motor developed by an American OEM motorcycle company. Indian's design strategy for this engine is three-fold: manufacture an engine unique to Indian, with design cues from legendary Indian engines of the past; utilize the best of proven V-twin technologies for durability and reliability; and generate a wide powerband with plenty of torque for outstanding roll-on performance and engine feel.



The signature feature of the new Indian motor is its serrated, billet-aluminum rocker boxes and stout, round cylinders. Distinctive and unique to Indian, the serrated appearance of the polished rocker boxes and the black, rounded cylinders pay tribute to Indian's past. This combo gives the engine a strong profile, while the rounded cylinders increase the area of the cooling fins for improved air circulation and engine cooling.

The engine is fed by a 42-mm Mikuni carburetor that is mounted on the left side of the engine, which is unique to early Indian motorcycles. Although this engine configuration is carbureted, the engine platform is designed to accept fuel injection with minor modifications. To ensure optimum lubrication and scavenging, the motor features a gerotor oil pump system. The trans is a proprietary wet-clutch, 5-speed with a final belt drive. A 2-into-1 exhaust header completes the package.

The introduction of Indian's engine, which will be assembled by Performance Assembly Solutions in Livonia, Michigan, completes a three-year, multi-million dollar project for Indian Motorcycle, establishing the brand's return as an American motorcycle OEM.

—Pale Face

Engine Type
100-cubic-inch (1638cc), 45-degree, V-twin

Cooling:
Air-cooled

Bore and Stroke:
3.875 in. x 4.25 in. (98 mm x 108 mm)

Intake and Exhaust Valve:
1.940 in. and 1.615 in. (49.3 mm and 41.0 mm)

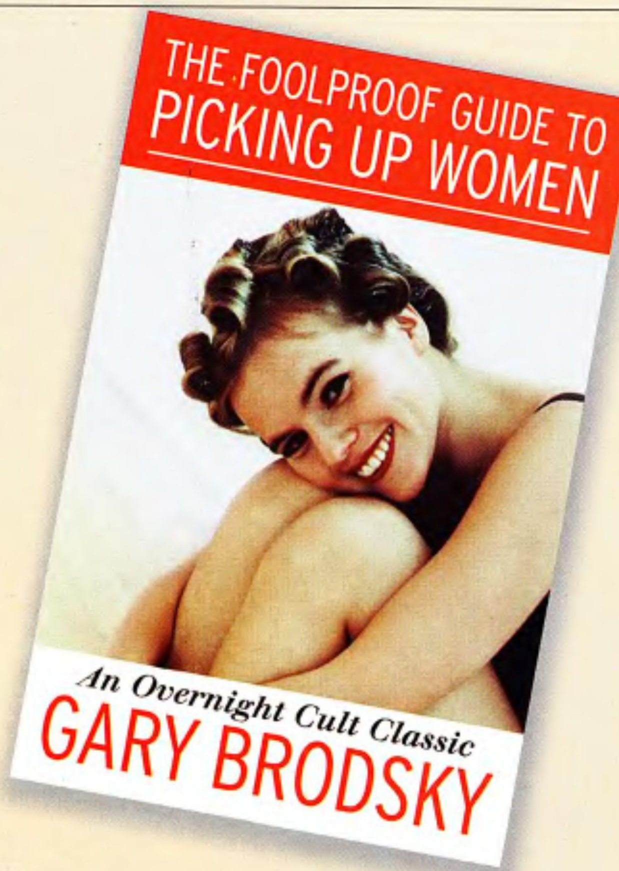
Valve Train:
Two valves per cylinder with hydraulic lifters

Carburetion:
42-mm flat-slide Mikuni carburetor

Ignition:
Solid-state electronic ignition, computer controlled

Transmission:
Wet-clutch, 5-speed

INTRODUCING...



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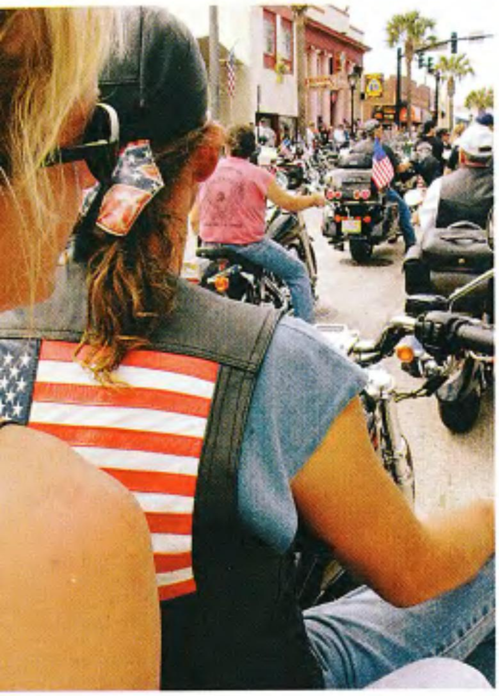

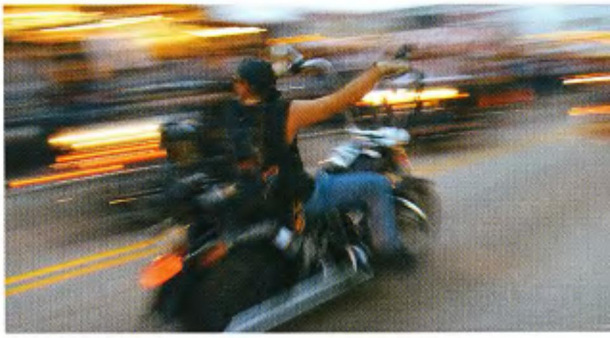
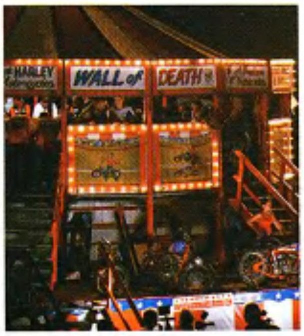
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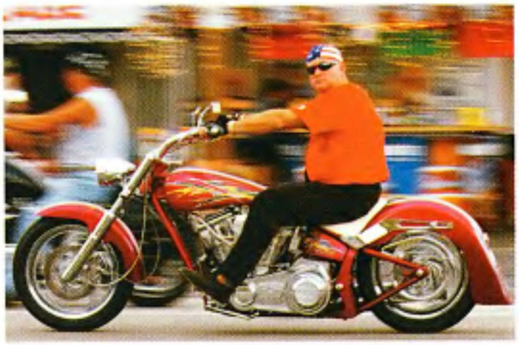
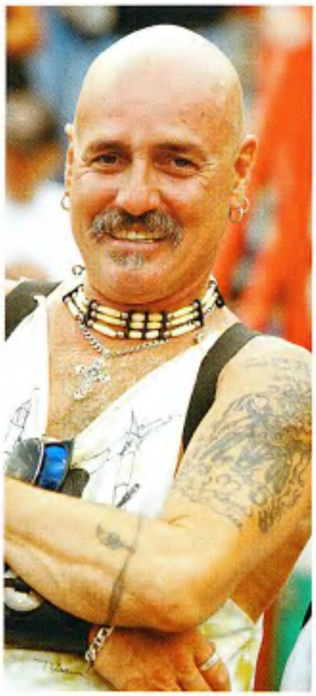
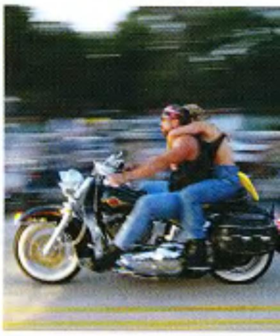


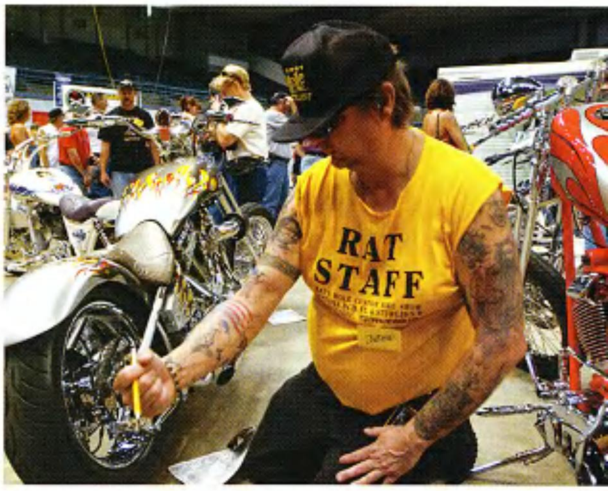


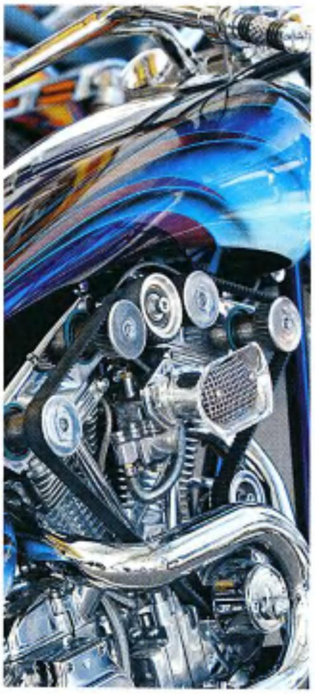


UNITED WE RODE

BIKETOBERFEST 2001

There was more than a touch of concern by the various aftermarket bike companies and vendors regarding this year's Biketoberfest. Some wondered if the numbers would be down greatly because of the events of September 11. But come Wednesday, bikers from states all over the East Coast and points beyond began to show up.





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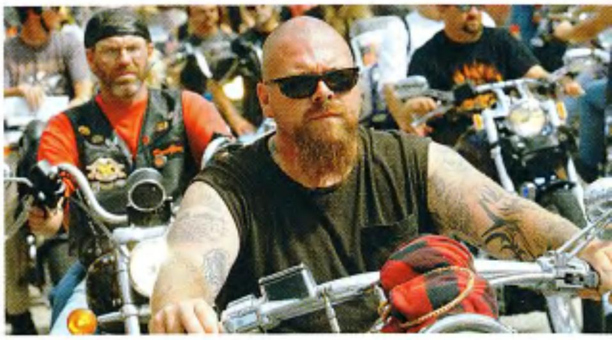


9-5 Daily

By Thursday, all concerns over this year's attendance faded away as riders got out to enjoy some of the freedoms this great land has to offer.

If anything, this year's Biketoberfest was bigger than ever, with an estimated 150,000 bikers partyin' their asses off in the picture perfect weather. Actually, weather has a lot to do with how good Biketoberfest is. Last year, the evenings were downright cold, but this time around riders enjoyed great daytime temps in the mid-80s and nighttime only got down around the mid-60s. Except for a good drenching on Friday night (which allowed us to all get cozy in our local watering holes), you could ride from Jacksonville to the Florida Keys and never catch a drop of rain.

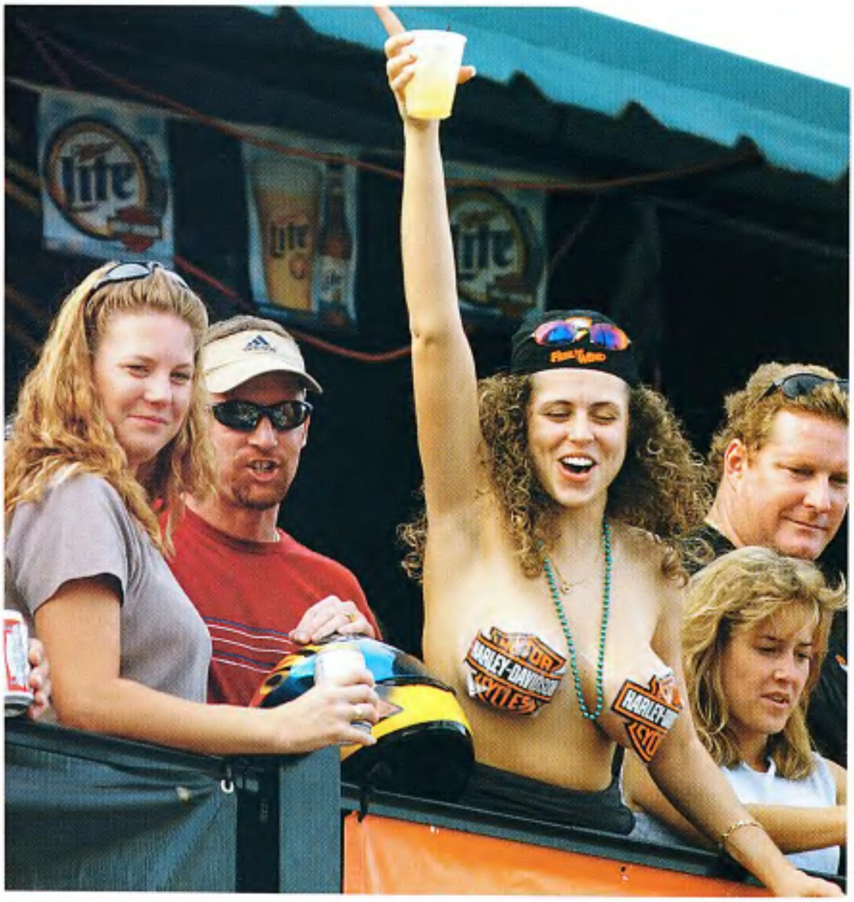
Biketoberfest was invented nine years ago around the annual AMA Fall Races. The Daytona Beach Area Convention and Visitor's Bureau created what was then known as the "Daytona Fall Tour." In '93 the event became known as Biketoberfest. Billed by the DBACVB as a "fun-filled family event," there's still plenty of racing, concerts and traditional biker shenanigans to be had.

The event was crowded and busy this year so all the vendors were happy but Biketoberfest continues to be "Daytona Bike Week Lite" so that you can get around easily and see all your brothers and sisters, as well as check out all the latest bikes, babes, and free concerts. Seeing David Allen Coe over at the Iron Horse is always a treat, and the free concerts given by the Indian Motorcycle Company on Friday and Saturday.

All the master bike builders were on hand to dazzle you with their latest eye candy. Notably, Jesse James and West Coast Choppers moved over near Bruce Rossmeyer's restaurant and bar, The Wreck, over on Main Street, and Johnny and the crew from L.A. Choppers sat next to Ron Simms on Beach Street. Bruce's Daytona Harley-Davidson did big business as did Carl Morrow's famous Carl's Speed Shop.

It was great to see our old friend Carl "Big Daddy Rat" Smith toolin' around on his Cheese Hauler (sporting a new Harley motor). Carl had his famous Rat's Hole Bike Show at the Civic Center this year. We hope to see you in March during Bike Week, Carl. Speaking of Bike Shows, Dino Papalaskis and Bill Chaffin held the Boardwalk Classic Bike Show and showed off some killer custom rides (see the winner's list at the end of our Biketoberfest coverage).

The highlight for gearheads was the



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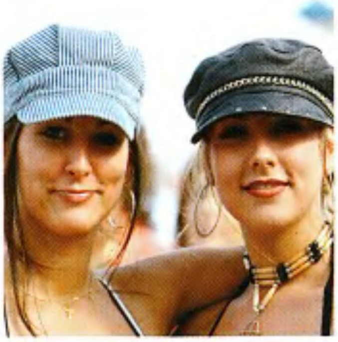
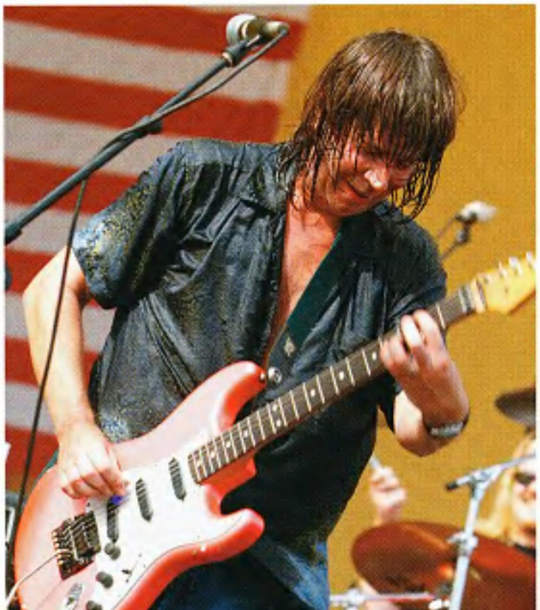
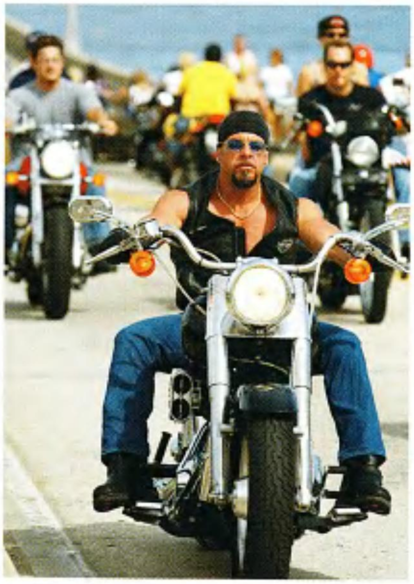


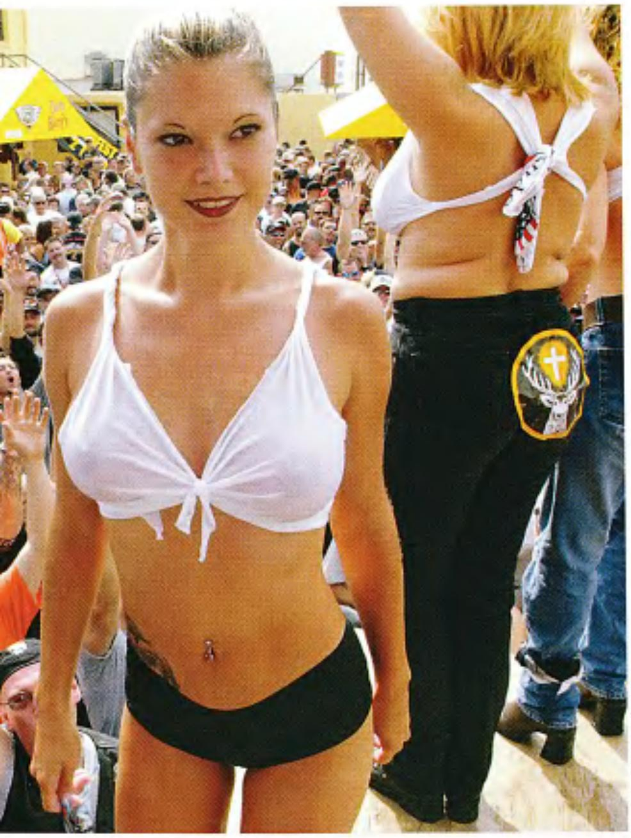




four incredible days of racing action at the Speedway as the Fall Cycle Scene Championship Cup Series, Race Champions and the PACE/Formula USA Championship tore up the track. Of course there was the usual assortment of vendors and shiny gee-gaws. When all was said and done, a bitchin' time was had by all this year. If you don't believe us, take a look at the photographic evidence.

There were good attitudes, great riding and more than a bit of flag waving this year, and why not. We got to do what we love most in the land that we love, ain't no terrorists gonna take that away.

—Phantom



Photos: Michael Lichter

BIKETOBERFEST 2001 BOARDWALK CLASSIC BIKE SHOW 2001 WINNER'S LIST

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Best of Show

1st Place - Chopit Customs, North Lindenhurst, N.Y. 1992 Heritage Custom *Owner:* Ike Goldstein

2nd Place - Kim Brandell, Key Largo, Fla. 1976 FX Custom

3rd Place - Jim Wehringer, Monroe, N.J. 1999 Softail

Top Overall Custom
1st Place - Jimmy Bullard, Walnut Grove, N.C. 2001 Custom

2nd Place - Joey Kerr, Cincinnati, Ohio 2000 Custom Chrome Kit Bike

3rd Place - Armando Coelho, Stuart, Fla. 1998 Radical

People's Choice

1st Place - Chopit Customs, North Lindenhurst, N.Y. 1992 Heritage Custom *Owner:* Ike Goldstein

2nd Place - John Spitaliere, Parkland, Fla. 1997 Springer Softail

3rd Place - Pete Larsen, Pompano Beach, Fla. 1937 Ford V-8 "60"

Judge's Trophy

1st Place - Eric Johnson, Port St. Lucie, Fla. 1999 Dyna Wide Glide

2nd Place - Lee Wimmer, Souderton, Pa. 1996 Road King

3rd Place - Bartt Brand, Hudson, Fla. 1947 Knucklehead

Best Engine

1st Place - M.J. Schmidt, New Port Richey, Fla. 2002 Big Twin

2nd Place - Mark Irvin, Effort, Pa. 2001 Custom

3rd Place - Jim Grasso, E. Brunswick, N.J. 1993 Harley Softail Custom

Best Paint

1st Place - Mark Irvin, Effort, Pa. 2001 Custom

2nd Place - Sebastian Rodrigue, Quebec, Canada; 2000 Deuce

3rd Place - Kris Olson, Lake Park, Fla. 1998 H-D FXSTC

Top Dresser

1st Place - Spider Silvestri, Williamsville, N.Y. 1998 Heritage Springer

2nd Place - Bob Jones, Thomson, Ga. 1996 FLHTCI

3rd Place - Kevin Martin, Carmel, Ind. 1996 Road King

Top Panhead

1st Place - Brad Shults, Lawrenceville, Ga. 1950 FL

2nd Place - Casey Greco, Ft. Pierce, Fla. 1949 Panhead Chopper

3rd Place - Scott Bertram, Port Richey, Fla. 1953 Panhead

Evo

1st Place - Larry McCullough, Baltimore, Md. 1998 Road King

2nd Place - Stuart Fischer, Wellington, Fla. 1996 H-D Softail

3rd Place - Denise Fischer, Wellington, Fla. 1988 FXLR

Radical Evo

1st Place - Armando Coelho, Stuart, Fla. 1998 Radical

2nd Place - Bobby Fratone, Seminole, Fla. 1986 Softail

3rd Place - David Combs, Leburn, Ky. 2000 Custom

Shovelhead

1st Place - Kenny Bray, Middleton, Ohio 1980 FXE Super Glide

2nd Place - Suzette Johnson, West Melbourne, Fla. 1950 FL

3rd Place - N/A

Radical Shovelhead

1st Place - Glenn Lofley, Tampa, Fla. 1980 Shovelhead

2nd Place - Kenny Thornbury Jr., Pikesville, Ky. 1977 Harley FXE Super Glide

3rd Place - Kurt Britt, Port Richey, Fla. 2000 Custom Shovel

Sportster

1st Place - Jerry Mason, Pittsburgh, Pa. 1998 883 Sportster

2nd Place - Daniel Gramling, Linden, Va. 1979 modified Sporty

3rd Place - Tony Pratt, Cap-de-la Madeleine, Canada 1999 Pro Buell

Radical Sportster

1st Place - Rooster Tiffin, Palm Coast, Fla. 1996 Sportster

2nd Place - Melinda Francis, Hiram, Ga. 2000 Sportster

3rd Place - N/A

Hybrid Class

1st Place - Jim Wehringer, Monroe, N.J. 1999 Softail

2nd Place - Joe B., West Palm Beach, Fla. 2001 Custom

3rd Place - Malcolm Shipp, Lake Worth, Fla. 1996 Boss Hawg ZZ4

Vintage Class

1st Place - Gary Guy, Lake Wales, Fla. 1960 Panhead

2nd Place - Karen Leyden, Port Richey, Fla. 1958 Panhead

3rd Place - N/A

Chopper Class

1st Place - Herbert Baum, Ft. Meyers, Fla. 1950 Captain America Chopper

2nd Place - Charlie Riess, Port St. Lucie, Fla. 1998 H-D Chopper

3rd Place - Dave Leonard, Front Royal, Va. 1948 homemade Panhead

Foreign Class

1st Place - Markus Stretz, Panama City, Fla. 2000 Kawasaki Vulcan

2nd Place - Sandi Ragsdale, Deltona, Fla. 1995 Suzuki Intruder 800

3rd Place - EZ Rat, St. Petersburg, Fla. 1970 Triumph

Rat Class

1st Place - Speed Finley, Cottageville, S.C. 1951-53-65-72 Pan-shovel Rat

2nd Place - EZ Rat, St. Petersburg, Fla. 1970 Triumph

3rd Place - N/A

Head Judge: C. Howard Johnson, Columbus, Ohio
Trophy Girl:
Tonya Hatch, Columbus, Ohio
Promoters:
Dino Papalaskis and Bill Chaffin
Emcee: Bill Chaffin
Registration: Rose Mary Neal
Bikini Contest Winner:
Denise Fischer, Wellington, Fla.

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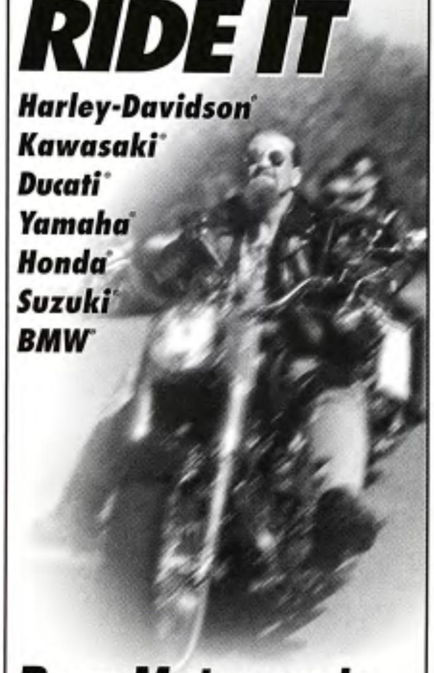

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The Ugly Truth

If you are a woman you have no doubt been perplexed by many things about this crazy, male-dominated, world we live in. I know this because I was listening to talk radio the other day as the host and guest were discussing the difference between the sexes when it comes to directions. Women are lost when it comes to directions. North and south are as elusive to them as east and west. It turns out that the reason men don't ask for directions is because we don't have to.

It seems that where men use their sense of direction to navigate, women use landmarks. This means that if a woman hasn't been there once, probably with a man driving, she won't be able to get there at all. Does this mean that women aren't as smart as men? No, of course not. (Well, actually it does, but you aren't going to hear that from me. All I'm doing is stating a simple fact, what you do with the information is up to you.) It just means they suck at directions.

This piece caught my attention because it goes to illustrate an important fact. Even if the truth isn't pretty, it's still the truth. Sometimes the truth is ugly. Sometimes it's not what you want to hear. Women can roll their eyes and scream foul, but it won't be any less true. They can march in the street in protest, but the fact remains that they'll still need a man to drive them downtown.

And while we're on the subject of ugly truths, I thought I'd share a few others that women don't know or won't admit they know. (Hey, if I'm gonna get hate mail and death threats anyway I might as well make it worthwhile.) Ladies, if you've ever wondered what your man is really thinking, this is for you. Just don't hold it against him. He is, after all, a man, which is probably a big part of what attracted you to him in the first place.

• If you compliment us about anything we assume that you want to have sex with us. If you say, "Jeez, you look a lot less gross since you got that giant nose boil lanced," we just assume that you want to knock boots.

• We always picture you naked. Sometimes naked and oily. Sometimes naked, oily and laid out in the erotic position of our choice. Sometimes we even toss your friends in there to spice things up.

• We usually hate what you wear and lie to make you feel good on the chance that you'll show your appreciation by taking off your pants.

• Yes, very often that new dress does make you look fat, and we don't care. We just want you to pick something out so we can go get something to eat.

• All men like strippers and porn. Any man who tells you he doesn't is lying. If he likes to see you naked, why wouldn't he want to see strange women naked? He may even like strange women better, since they never force him to mow the lawn or do dishes.

• Not all men cheat. Some are hopelessly monogamous. Every man, however, considers cheating. We think about sex every 10 seconds. No single woman could keep up with that kind of schedule.

• Men don't like to shop with women because shopping sucks. It's a gender thing. Women like it and men don't. Any man who willingly goes along with you shopping is either gay or desperate to impress you out of your dungarees.

• When a man is sitting silently, not speaking for hours on end, he is a happy man. If you speak to him he'll be less happy. If you start to nag he may just replace you with a mannequin.

• Men don't play golf or partake in other time consuming pastimes because they like to frolic on huge lawns. They do it to get away from their women for a few precious hours. Sometimes you just want to go somewhere that you can fart without apology.

• Beer makes men happy. There'd be a lot less marital malfunction if women spent more money on beer and less on everything else.

• Men don't like female bosses because they are often male bashers with an ax to grind. Also, they can fire you for staring at their tits.

• Of course he loves you more than his motorcycle or car, but you'd be wise never to make him choose.

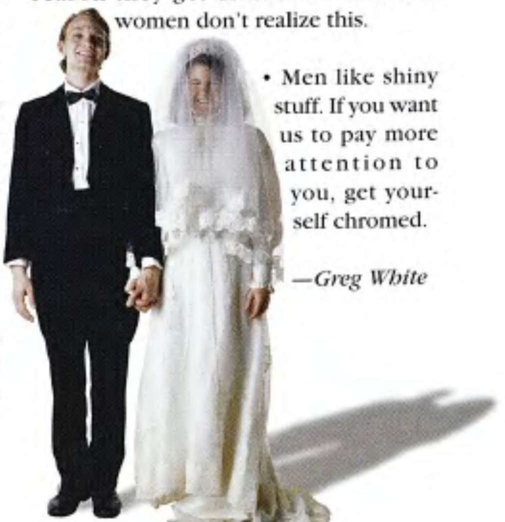
• We often fantasize about you doing nasty, naked stuff with other women. If your man ever tells you that you should invite one of your girlfriends over he's not looking for an evening of deep conversation. He's hoping you'll be stricken by the urge to rip each other's clothes off and get pornographic.

• There is nothing as exciting for a man as having his wife arrive home with a case of beer and a porno movie.

• We like to drive because we think your driving sucks. Of course this doesn't apply when we've been drinking and you drive us home. In this case your driving is acceptable as long as we're there to help you by turning the radio up really loud and hanging our heads out the window to puke.

• We don't like to share our feelings because most of the time what we're feeling is either hungry or horny and we're afraid that if we share these feelings you'll just get pissed off.

• The main reason men get married is to ensure a steady supply of sex. The main reason they get divorced is because women don't realize this.



• Men like shiny stuff. If you want us to pay more attention to you, get yourself chromed.

—Greg White

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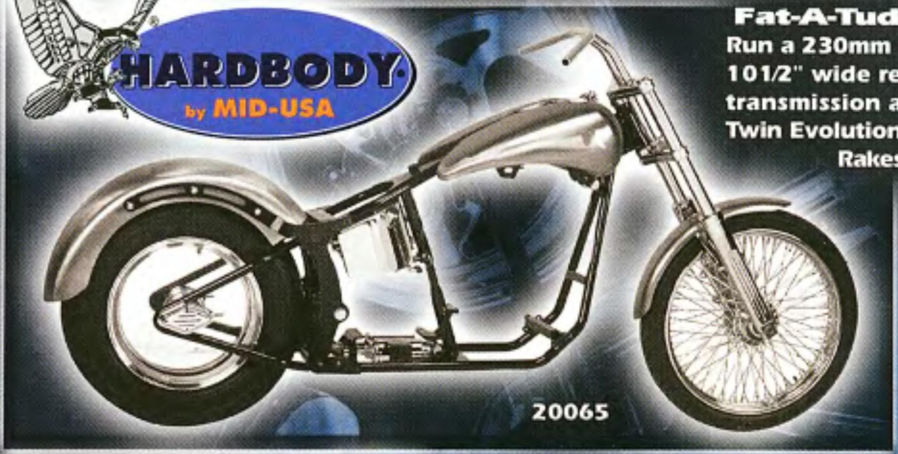

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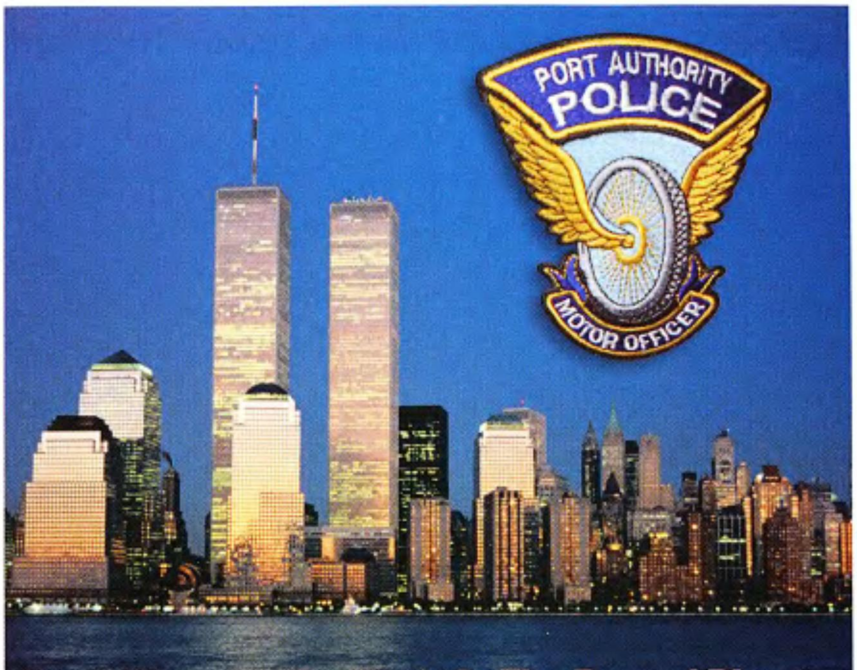

Heart Warming Gratitude In The Face of Disaster

We all feel some type of loss regarding the events of 9-11, but none have a greater feeling than those who personally lost a friend, co-worker, or loved one. Just one month after the attacks, we had the pleasure of meeting someone who, although having just come from one of many funeral services he'll have to attend, came to say, "Thank You," and who really made an impact on everyone who met him. Here's just some of what our friend Mike Warnock had to say:

It was great to meet the *Easyriders* staff at the Love Ride this year. I am amazed at the treatment I received. I am a police officer in the Port Authority Police Department in New York. I would like to thank a few folks for their support that our department's widows and orphans have received from the biker community. As a biker it is no surprise to my son and me, but I do believe that many officers here are pleasantly surprised.

First, I want to thank all the Love Ride participants and Oliver Shokuh for their generous donation. I returned to New York with a check for $40,000 to deliver to our fund. Next, is New York Myke of San Diego Harley-Davidson. He paid all my expenses and did all the paperwork to arrange for my time off to attend this event and is the reason this all came together. He has and continues to work tirelessly on behalf of the PAPD Widows and Orphans. The biker world should be honored that he is one of your own. Myke sells shirts from his Web site (www.sandiegoharley.com) and his dealership with all the proceeds going to our fund.

The other person is Michelle Dell of Hogs & Heifers Saloon in NYC. The bar is within walking distance from the World Trade Center. She raised over $60,000 toward the fund. She continues to sponsor fundraising events and is a strong source of strength to me and everyone she touches. She is an amazing person so stop in for a cold beer and great music when you're in NYC.

The Port Authority Police are often lost in the shadow of the NYPD. Percentage wise, we lost more officers than any other department. The World Trade Center was our house and was policed by the PAPD. We were the first on the scene and our officers responded with the bravery they display on a daily basis. Please keep our lost brothers and sisters, as well as their families, in your thoughts.

Thanks to everyone in the biker community. I am proud to consider myself a member. We are lucky to have Myke, Michelle and the crew from *Easyriders* among us.

Ride safe and God bless America.

Mike Warnock
Port Newark, New Jersey

Mike is a Motor Officer in the Special Operations Unit of the PAPD. We all feel for your loss. If you would like to help, donations can be sent to the Port Authority Police, World Trade Disaster Survivors' Fund, c/o Port Authority PBA Inc., 611 Palisade Avenue, Englewood Cliffs, NJ 07632

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4th

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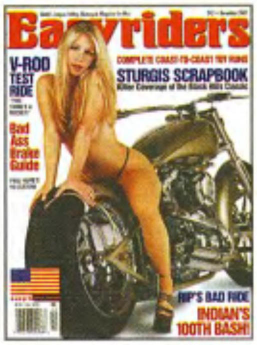
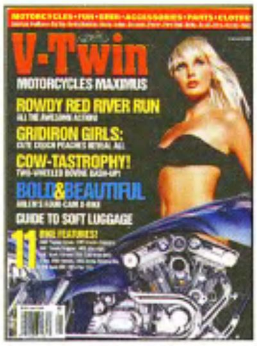
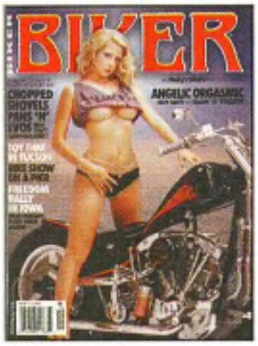


Why do more people read Easyriders than any other motorcycle magazine. Could it be the monthly full-color Harley-photo features? Or the round-the year annuals to places like Sturgis, Daytona and the big bike shows? Tech tips and fox hunts? Humor and down-the-road bike events? Or maybe the fascinating fillies who feed our fancies? (Published monthly)

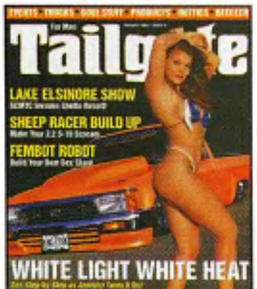


The all-new V-Twin magazine offers absolutely everything you need to feed your two-wheeled passion: the newest products, goodies for your ride: the bikes you want, the finest american and metric custom cruisers: and true stories sent in by riders like you. All presented in our own original warped style of humor. There's no nudity, but plenty of sexy bikini-clad babes in every issue. (Published monthly)

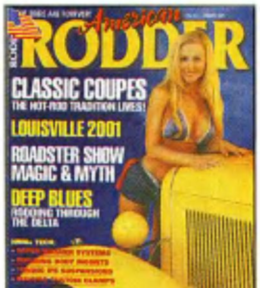


Here's one authentic motorcycle magazine that's put together for the hardcore Harley brotherhood who take their riding seriously. Killer scoots, T&A exposure. All the heavy duty partying that's going on all across the country and some ladies that'd be a shame to miss.(Published 9 times a year)

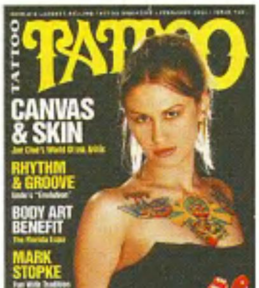
In The Wind is just about the most fun you can have sittin' still. You'll find pix, photos, black-and-whites, shots, prints and snaps of all the great biker bashes. Runs and buns, mugs and jugs, scooters. It's out there, it's in here. (Published quarterly)



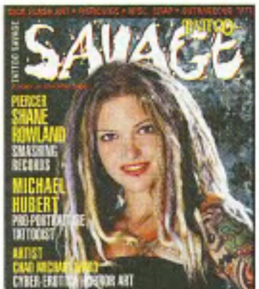
Tailgate is the world's ONLY lifestyle magazine for custom truck owners. Every issue delivers rad custom trucks, the hottest runs, truck shows and events on the planet! Every page sizzles with wild party fun, insane humor, and some mighty tasty lil' hotties to drool over. It's a babe-alicious bunch of rowdy runs and rides. (Published bi-monthly)



Frenched. Rolled. Pleated. Channeled. Sectioned. Louvered. Shaved. Flamed. If this is your language, American Rodder brings home the richest collection of precious metal around, everything from the straight up '20s right through to the slickback '60s. (Published bi-monthly).



Here's a look at the most exquisite examples of skin art you'll see anywhere. Meet top international ink slingers and their living canvasses. (Published monthly)



Tattoo Savage is unique. If you're into stuff like parasitic flash art and piercing displays, hang on for a radical roller coaster ride to the other side in each issue of this nasty and notorious magazine. (Published bimonthly)

Part fantasy, part magic and mystery come to life, this dazzling display of dermagraphics explores the mystique, the beauty, the art of tattooing. Treat yourself to an amazing collection of tantalizing tats from ink artists around the globe. (Published bimonthly)

OFFICIAL SWEEPSTAKES RULES

Use the enclosed Official Entry Form and subscription envelope, or write your name, address, phone number, and "EASYRIDERS SWEEPSTAKES ENTRY" on a 3x5 index card and mail it in an envelope to: EASYRIDERS 2002 Annual Sweepstakes, P.O. Box 50044, Boulder, CO 80322-0044. Limit one 3x5 card per envelope. If you wish to subscribe, list the titles you wish to receive on the card, and enclose payment or request regular or three-installment billing. Entry form must be legible and completed in full to be valid. All entries must be received by August 31, 2002. Easyriders/Paisano Publications, Inc assumes no responsibility for lost, misdirected or late mail.

Prizes are not transferable and not redeemable for cash, except for the cash option associated with the first prize. No substitution of prizes is permitted. You may win one of a total of 1902 prizes—1 Grand Prize, 1 First Prize with a cash alternative, 300 Second Prizes, 300 Third Prizes, 300 Fourth Prizes, and 1000 Fifth Prizes. The motorcycle prizes pictured may not be the specific ones awarded. Total approximate retail value is $212,400.00.

Winners will be selected by random drawing from all entries received, and validated by Wood International Solutions whose decisions will be final. Prize winners will be notified by mail within 90 days of the closing date and must acknowledge notification within 30 days, or the prize will be forfeited and an alternate winner selected. In the event that all prizes are not claimed, which is likely, random drawings will be held from among all entries received to award unclaimed prizes THE ODDS OF WINNING DEPEND ON THE TOTAL NUMBER OF ELIGIBLE ENTRIES RECEIVED AND ARE NOT IMPROVED BY SUBSCRIPTION PURCHASE.

The Sweepstakes is open to all residents of the U.S. aged 18 or over, EXCEPT RESIDENTS OF THE STATES OF FLORIDA AND NEW YORK, employees of Easyriders/Paisano Publications, Inc. and their families, it's affiliated companies, and advertising and promotion agencies. This sweepstakes is void in Florida and New York, outside the U.S. (except APO/FPO addresses), and wherever prohibited or restricted by law. Entries from ineligible participants wil be rejected; however, all subscription requests will be honored.

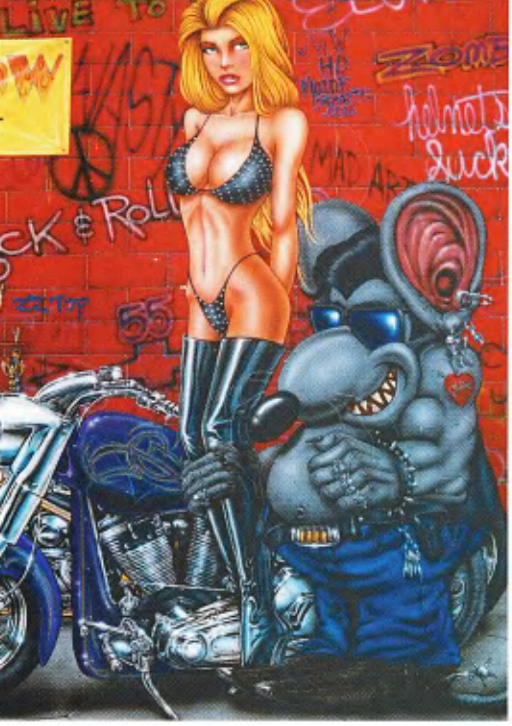
ALL FEDERAL, STATE, LOCAL TAXES, IF ANY, AND SHIPPING, STORAGE, TRANSPORTATION, REGISTRATION, AND ANY OTHER FEES ASSOCIATED WITH THE MOTORCYCLE PRIZES ARE THE RESPONSIBILITY OF THE WINNERS.

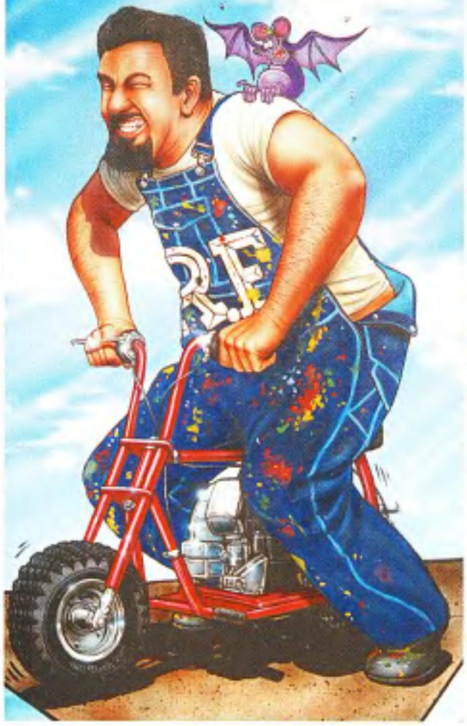
Winners may be required to execute an affidavit of eligibility, release, and indemnification. All entries received become the property of Easyriders/Paisano Publications, Inc., and none will be returned. Winners grant Easyriders/Paisano Publications, Inc. and its agencies the right to use their names and likenesses for advertising and promotional purposes.

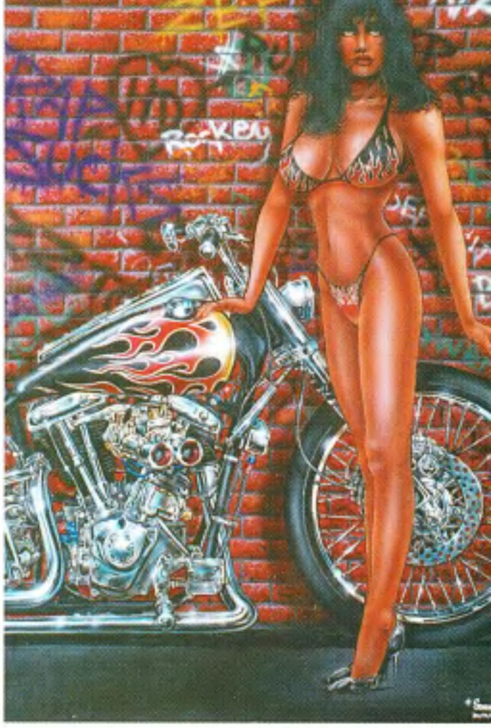
For a list of major prize winners, send a separate stamped, self-addressed business envelope to: 2002 Sweepstakes Winners List, Easyriders, Inc., 28210 Dorothy Drive, Agoura Hills, CA 91301. **NO PURCHASE NECESSARY TO WIN.**

THE UNIQUE VISION OF SONNY DE PALMA

Monsters and Magic







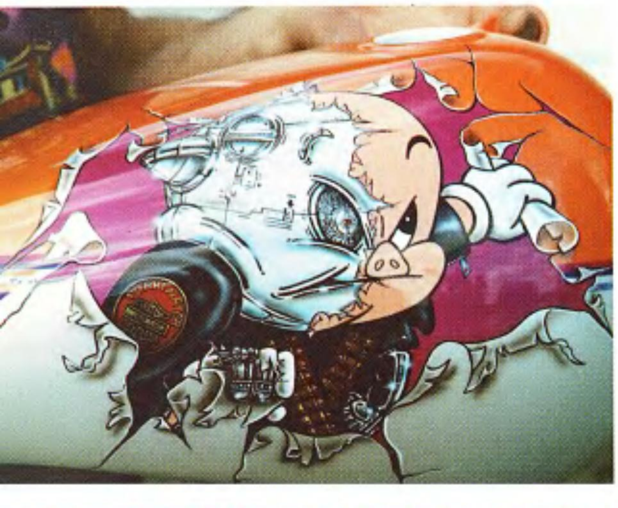
At the ripe age of 10, Sonny De Palma won the National Hot Rod Model Car Contest. "I did the wildest paint job that anybody had ever seen on a model car. I painted a 1/12th scale Corvette. I won a jacket and a power drill. It was pretty incredible winning something like that when I was just a kid." Call it shades of things to come, as wild paint jobs would figure prominently in his later professional life. And the cars got larger, too, his own four-wheeler being a custom '55 Chevy pumping 700 horses.

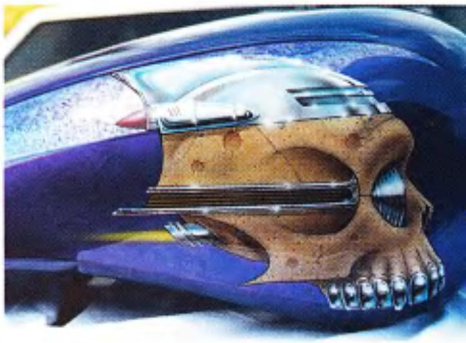
From his home in sunny West Palm Beach, Florida, Sonny De Palma literally paints up a storm, call it a hurricane of paint. When we spoke with him recently he was busy conjuring up another bike for Eddie Trotta from Thunder Cycle just down the road in Ft. Lauderdale. "I do a bike a month for Eddie in addition to my other projects. But today I was painting a big mural for myself, a panorama of a used hot-rod car lot where a monster is driving a blown, chopped and flamed coupe that he bought from the salesman, Rat Fink, who's got all this money flying around him. It's all airbrushed and hand-painted. I must have 400 hours in it. It's just bad to the bone. I'm hanging it on the wall in my house, which is like a gallery."

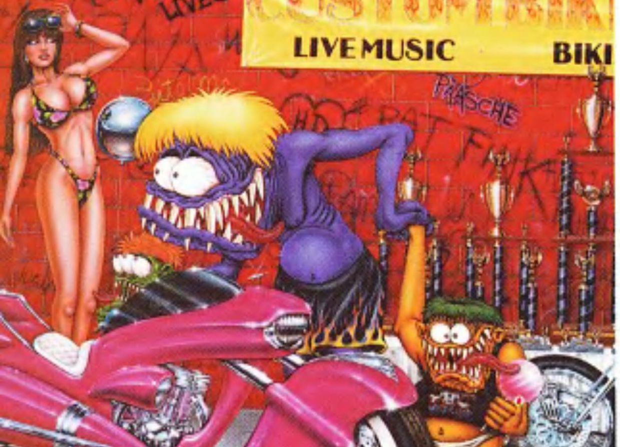
Sonny and his wife Pam, originally from Utica, New York, have been residents of the Sunshine State for about 13 years. "I was pretty much established up in New York, then spent a couple tough years re-establishing myself in Florida doing everything from lettering the backs of boats to tons of mini-truck tailgates. Then I got hooked-up with bikes and got in with a bunch of major builders like Wyatt Fuller who used to run Razorback. And then Eddie, of course, for whom I've painted dozens of bikes."

In a way, Sonny does a lot of work for Rat Fink, the creation of legendary artist Ed "Big Daddy" Roth who figures prominently in Sonny's pantheon of custom paint characters. When he was about 10 years old, Sonny's brother Mike brought home an Ed Roth catalog full of Big Daddy's monster T-shirt designs. "I just loved them since I was a big monster fanatic as a kid, going to all the monster movies and stuff. I started to draw cars with monsters sticking out of them, Ed Roth-style. That's what really inspired me to take up art, and it all mushroomed from there. It was something that I was meant to do, all self-taught with no formal training. I also looked at other artists' work, dissected it, then incorporated those techniques but also added my own spin. I had the opportunity to meet Ed back in 1984 in Syracuse. I walked up to him at a car show with a small photo album of my work, and he took the time out from painting people's T-shirts to sit down and critique my work. I was just beside myself. And then he airbrushed a T-shirt for me with Rat Fink driving my '55 Chevy. "Not long after that I received a package from California. It was a handmade 11-inch-tall Rat Fink made out of Bondo with a note from Big Daddy that said he was thinking of me, and how impressed he was with my work and how the Lord had great plans for me. I still have that Rat Fink sculpture which I cherish. Just to have someone like that believing in me was so important, especially at a time when my parents kept asking when I was going to get a real job," laughs Sonny who also mentions other influences including artists like Robin Williams, Scott Jacobs, Craig Frazer and Von Franco.

"Unlike some others, I don't just do airbrush, I do a lot of hand-painting with a paint brush. I even go to the extreme of using a jeweler's magnifying







Photos: supplied by Sonny DePalma

visor so I can add every eyelash on a girl's face, and the really fine, fine detailing stuff. A lot people look at my work, then come back and see more the second time around. My customers know my work and may give me a general idea, but then let me run with it. I do like to pick the customer's mind and try to figure out exactly what they're thinking and what they have in mind for their paint job, and then try to meet their expectations and take the next notch up. I figure if I can please myself, I can please them."

Asked what bikes stand out in his mind and heart, Sonny says, "The ones I've done with Eddie Trotta for the Boys and Girls Club to be auctioned off during Bike Week at the *VQ* Bikers Ball. That was really nice to be able to contribute to that effort. And then being picked as the 1998 Bikers Ball Painter of the Year, that was a milestone in my career. In general, I like to carry a theme from the front of the bike to the back with everything working off each other and telling a story."

If you could stretch out the bodywork of one of Sonny's bikes, you could hang it on the wall like a mural. The bikes, themselves 3-dimensional paintings, are a magic blend of form and color. "You ultimately want to design a color scheme around the shape of the motorcycle so that they complement and augment each other. And people have such diverse tastes, which keeps it all so interesting. One week I would be doing naked women with growling lions as pets, then the following week I'm doing a picture of Jesus knocking on the door. The fun is creating it as it goes along. I usually preplan the gas tank, which I do first and start from there to create the rest of the bike. As far as the total artwork, some bikes have as much as 300 hours in them."

Sonny handles all the paint himself including the initial base coat and final clear coating. "Usually a paint job takes only three to four weeks. I don't take a project unless I'm ready to start on it. I'm a workaholic, sometimes painting 12 hours a day, seven days a week. It's what I enjoy doing. I'm really not the one for sitting around on a couch watching television. If I'm not doing a bike, I've got artwork to do for myself, and T-shirts, even tattoo designs for friends and, of course, those crazy little monster sculptures I do."

From monsters to two-wheeled magic, you can reach Sonny De Palma at 561-791-2351.

—*Paul Garson*

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Easyriders

OverRun

SOUTHERN-STYLE SKULLDUGGERY

All dressed up in black, this slightly sinister scoot is the darkest horse in the Carolina Harley-Davidson stables. Click Baldwin and his talented team have twisted together this super-cool pro-street putt that seems to possess enough of the right stuff to haunt you long after you've laid eyes on it. One dark and frightening night before this ride was painted, Click had a terrible nightmare where he found himself running down a deserted stretch of highway, being chased by the skull bike. He

could hear the deafening thunder of its "twisted sister" pipes, he broke out in a cold sweat, he could run no faster. Looking behind him in horror, he could tell that the enchanted steed was riderless and now merely an inch from his heels. As Click heard the bike downshift, he could see that the headlight was rising above his head, hoisting a fiercely menacing wheelie. Cowering beneath its upraised 21-inch Avon tire, he instinctively put his hand up to try to deflect a murderous blow from the killer machine by grabbing the air dam. He heard a blood-curdling scream and woke up to realize that the scream was coming from him. His hand felt as cold as death. Switching on the light revealed black, glossy paint covering his palm.

The idea for this project came when Click was admiring a Cory Ness Episode frame at a dealer show. He ordered the frame, front end, a drive-side brake unit, and some controls. Back in Gastonia, North Carolina, Jim Bortles had already made arrangements for Kevin O'Malley to begin molding everything in just perfectly. Mike Kelly was putting the finishing touches on the CH-D "special" motor to make sure it would be frighteningly strong. Mike sent the jugs and heads down to Diamond Heads where the glamour process was applied, shining up this mill with so much sparkle that it could make a jeweler jealous.

Click had all of the inspiration for the graphics that he would need, having lived through that hellish nightmare. Crazy Horse snapped a photo of his head, and digitally removed the flesh, revealing a computerized rendition of Click's skull to be reproduced on the tank. Talk about throwing yourself into your work! Click told us that this is as nice a bike as they've ever done. He has the vision to bring concepts like this out onto the street, but is very quick to point out that none of this would be possible without Jim and the rest of the CH-D team. All of the show-quality custom bikes that they build are 100% functional and very rideable.

Last year, Click built a dyno-equipped custom fab shop across the street from CH-D headquarters. Click says, "You owe it to yourself to come out and see us, we have one of the finest custom facilities anywhere." The skull bike has been completed for over two years now and has won first place at Charlotte and second in Columbus on the Easyriders Bike Show tour.

Click was to be the one who would thumb the starter and roost around the block for the first test ride. Meanwhile, back at the shop, Jim could sense that something was terribly wrong. Hearing the sound of the bike heading back, Jim stepped outside to meet Click who was just rolling to a stop. He was looking down at the front of the bike and pointing at the front of the frame, speechless, he was as white as a sheet. Not knowing exactly what to do, Jim called Crazy Horse and confirmed everyone's suspicions: No one had painted the hand that appears on the air dam. *—Jeff Moore*

Easyriders

passin' gas

A woman awoke during the night to find that her husband was not in bed. She put on her robe and went downstairs. He was sitting at the kitchen table with a cup of coffee in front of him. He appeared to be in deep thought, just staring at the wall. She saw him wipe a tear from his eye and take a sip of his coffee.

"What's the matter dear? Why are you down here at this time of night?" she asked.

"Do you remember 20 years ago when we were dating, and you were only 16?" he asked.

"Yes, I do," she replied.

"Do you remember when your father caught us in the backseat of my car making love?"

"Yes, I remember."

"Do you remember when he shoved that shotgun in my face and said,

"Either you marry my daughter, or spend 20 years in jail?"

"Yes, I do," she said.

He wiped another tear from his cheek and said,

"You know...I would have gotten out today."

Monica Edwards
Orange, Calif.

As a waitress was taking a couple's order, she noticed that the man was slowly sliding under the table. The woman at the table didn't seem to notice.

When she finished taking the order, the waitress asked, "Pardon me, madam. Is everything okay? Your husband just slid under the table."

The woman calmly replied, "No he didn't. In fact, he just came in the door."

James "Big O" Overly
Greensburg, Pa.

An old biker was sitting on a bench at the mall when a teenager walked up and sat down next to him. He had spiked hair dyed in lots of different colors: green, red, orange, yellow and blue.

The biker just stared at him.

The kid looked at him and said, "Whatsa matter old-timer, never done nuthin' wild in your life?"

"Got drunk once and fucked a parrot—I was just wonderin' if you were my son."

Jasper Phillips
Deerlodge, Mont.

A deputy reported to the watch commander about havin' no luck interrogating a certain witness.

"Did you browbeat him, threaten him with death, and ask him every question you could come up with?" asked the watch commander.

"Yep, we certainly did, sir" replied the deputy.

"And...?"

"And, he said, 'Yes dear, you're right, you're right, whatever you say,' and then he dozed off!"

Paul "Big D" Brown
Palmdale, Calif.

My God! What the fuck happened to you?" the bartender asked as Brutus hobbled in on crutches, one arm in a cast.

"I got in a fight with Pipsqueak," Brutus replied.

"Pipsqueak? He's just a little fucker," the bartender says. "He musta had some kinda weapon in his hand."

"That he did, it was a shovel."

"Fuckin' A, man. Didn't you have anything in your hand?"

"Hell yeah, I did. I had his ol' lady's left tit in my hand," Brutus lamented. "And a beautiful thing it was—but not much good in a fight!"

Daryl "Hillbilly" Ash
Corcoran, Calif.

A biker was dragged into an art gallery by his ol' lady. As they looked over the many paintings, they paused in front of a life-sized painting depicting a beautiful, naked woman with a little foliage strategically placed. The ol' lady thought the picture was in bad taste and quickly moved on, but the biker lingered, transfixed.

"What the hell are you waiting for?" she called back at him.

"Autumn," he replied.

David A. Chance
Ogden, Utah

The year is 2032. A boy about 8 years old is taking a walk with his grandfather in lower Manhattan. They come to a large field where the grandfather pauses, takes off his hat, and sighs. The boy turns to his grandfather and asks, "What's wrong, Grandpa?"

"Well, on this beautiful field used to be the World Trade Center. The two tallest buildings in the world used to sit right here on this spot. They were the heart of the world's financial center, and wonderful symbols of this great city of ours."

"Where are they now, Grandpa?"

"Some asshole from the Afghanistan mountains blew them up back in 2001."

The boy thinks for a moment, then turns back and says, "There were mountains in Afghanistan?"

Marci Wright
Orange, Calif.

Q: Why is the space between a woman's breasts and hips called a waist?

A: Because you could easily fit another pair of tits in there.

J. "Scooter" Bingham
Winslow, Ariz.

Face it—everybody can use a good laugh now and then. That ain't to say you're gonna find one on these pages, but whatdahell, we hadda fill the space somehow, and you're at least bound to run into a gut-grabbin' groaner or two. Think you can do better? Prove it. Send us your best stuff. We'll pay $40 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to: Jokes, c/o Easyriders, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail them to us at PaisanoPub@aol.com.

Owner:........................Click Baldwin
City: ....Gastonia, North Carolina

General

Fabrication: ....Jim Bortles/Carolina Harley-Davidson
Year/make: ....2000 Pro-Street
Model: ....Pro-Street Custom
Assembly: ....Jim Bortles/CH-D
Time:.............................10 months
Chroming:..............................S & H

Engine

Year: ....2000 CHD "Special"
Rebuilder: ....Mike Kelly
Displacement:........98 cubic inches
Cam: ....S&S
Carb: ....S&S
Pipes: ......"twisted sister" by CH-D

Transmission

Year/make: ..2000 Harley-Davidson

Painting

Molding:..................Kevin O'Malley
Painter: ....Collision Bike Works
Color:.......................................black
Type:..PPG
Special paint: ....Crazy Horse

Frame

Year/make: ....2000 Arlen Ness/Daytec
Type: ....Pro-Street
Rake: ....38 degrees
Stretch: 5-inch
Shocks: ....Progressive

Accessories

Handlebars: ....Arlen Ness
Risers: ....none
Handlebar controls: ......Arlen Ness
Fenders: ....CH-D
Headlight: ....Harley-Davidson
Taillight:..................................CH-D
Speedo: ....Arlen Ness
Pegs: ....Arlen Ness
Foot controls: ....Arlen Ness
Gas tank:........................Battistini's
Oil tank: ....under tranny
Seat: ....Keith's Upholstery
Mirrors: ....Paul Yaffe Originals
Grips: ....Arlen Ness

Front end

Type:...wide
Builder: ....Arlen Ness

Wheels

Make:..............................Landmark
Size: ....21 x 2.15 front/8 x 5.5 rear
Tires: ....Avon
Brakes: ....Arlen Ness
Photos: ....Aaron Stevenson

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OVERKILL

IRON HORSE TRIKE WORKS THREE-WHEELED THRILLER

Here's a strange contraption that really earned its name. "Overkill" is the brainchild of Don Center and his team at Iron Horse Trike Works. Overkill is a totally hand-built, Corvette-powered and supercharged adrenaline pumper that is surprisingly easy to pilot and very civilized to boot.

Don has been building custom two-wheelers for the past 20 years. "I started looking at the demographics in this country. You've got a lot of guys my age who still want to ride," he says. "And ride something different, something that has performance but that is comfortable to ride and won't hurt their back. So a couple years ago we decided to come up with these monsters. Now we've got dealers in Florida, Georgia, Texas, Nevada, and the response has been phenomenal. I get faxes from all over the world—including Australia, Africa, Russia—you name it.

"We've been able to keep the cost down so people can afford these trikes. And we use all brand-new components including GM motors. We have three different powerplant options including our standard 350-cubic-inch V-8 with Edelbrock high-rise aluminum manifold and a 650 carburetor putting out about 320 horses. We've also got the ZZ4 Corvette with Edelbrock RPM aluminum heads with two, 4-barrel carbs that puts out about 480 horsepower. Overkill has the ZZ4 with a B&M blower that makes 650 horsepower to the ground, which means 0-60 mph in one second, 0-100 mph in three seconds.

It'll do 8-second quarter-miles at the drag strip."

Yes, we said, 0-60 in one second. Now who buys such a monster? Fighter pilots? Don says, "Most people I sell to are baby boomers who still want to be in the wind. We've even sold two at a time to couples—as soon as the women get a taste of one, especially with the automatic transmission. You're not going to tip one of them over, they're wide and low to the ground and very stable. You can make like a 90-degree corner at 60 miles an hour. They're made with 120 seamless, same as NASCAR frames, and everything's steel. A customer can choose his own gear ratio, and you can even get good gas mileage. The motors are warranted by GM, and brakes are the biggest GM disc units you can find. They stop on a dime and are really a lot of fun to ride. Even the insurance is inexpensive. In fact, we've just made a deal with a rental company, Eagle Rider, that will be making them available."

Overkill was built for Don as his personal ride, but then he showed up on it at a bike show, and someone offered just the right amount of money. "The new owner lives in a small town. Actually, his brother was going to buy it, but he came over first and took it for a ride, and bought it, which increased the sibling rivalry at home."

As for building himself another trike, Don says, "We're doing two blower trikes for two guys that are Vietnam vets down in Houston. One is going to be an American-flag bike, and the other is going to a B-52 pilot. They should be interesting."

Interesting is an understatement. Check out Iron Horse Trike Works Web site at www.ironhorsetrikes.com or call Don Center at 505-627-7858.

—Paul Garson

Designer: ..Don Center, Iron Horse Trike Works

General

Fabrication: ....Iron Horse Trike Works (IHTW)
Year/make: ....2001 IHTW Custom Trike
Model:..Overkill
Assembly: ....IHTW
Time: ....8 weeks
Chroming: ....Plains Lectro Plating

Engine

Year: 2001
Model: ....ZZ4 Corvette
Rebuilder:...new
Ignition: ....Mallory
Displacement: ....350 cubic inches
Lower end: ....GM
Balancing:...GM
Pistons:...GM
Heads: ....Fast Burn Aluminum
Cam: ....Roller
Lifters: ....n/a
Carb(s): ....Edelbrock 750 (B&M blower, Merch billet pulleys)
Air cleaner: ....Hillborn
Mufflers:...n/a

Transmission

Year: 2001
Modifications: ....Turbo 350 automatic
Shifting:..B&M

Painting

Molding: ....Paul Venturo
Painter: ....Legends
Color/type: ....prowler purple
Type: ....Overkill
Special paint: ....Paul Venturo

Frame

Year: 2001
Builder: ....IHTW/Tom Cooper
Type: .... Overkill
Shocks: ....Alden
Modifications: ....14 feet long, wheelie bars, Turbo Wing

Accessories

Bars: ....IHTW custom
Handlebar controls: ....Custom Chrome
Headlight:...........................Thunder & Lightning
Taillight: ....Baron
Speedo: ....Auto Meter
Dash: ....Stitch
Electrics: ....IHTW
Gas tank: ....Moore Parts
Oil tank: ....IHTW
Oil system: ....GM
Seat: ....Stitch
Mirrors: ....Chrome Specialties
Grips:....................................Chrome Specialties

Forks

Type: ....springer
Builder: ....IHTW/Tom Cooper
Special Features: ....coil-over strut

Wheels

Front

Size: 15-inch
Hub: ....Weld
Rim width: 3.50
Tire: ....car tire
Brake: ....none

Rear

Size: ....15- x 12-inch
Hub: ....Weld
Tire: ....car tire
Brake: ....GM discs

Photographer: ....Paul Martinez

Harley's new 2003 Moon Rover Softail is here! *—Connie and Munch, Hutchinson, Minn.*

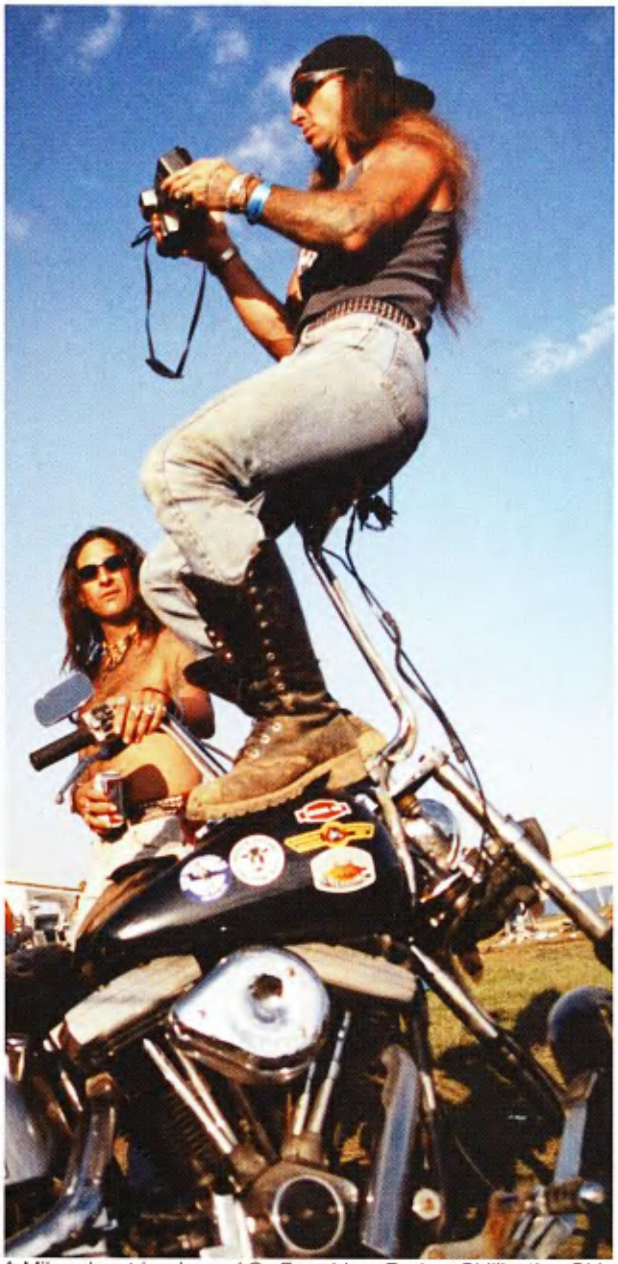
A scurvy crew, hell-bent on destruction. *—Katmandu, Beach Party, Port St. Lucie, Fla.*

If I had a set of these at home.... —*Tony Whitaker, Garner, N.C.*

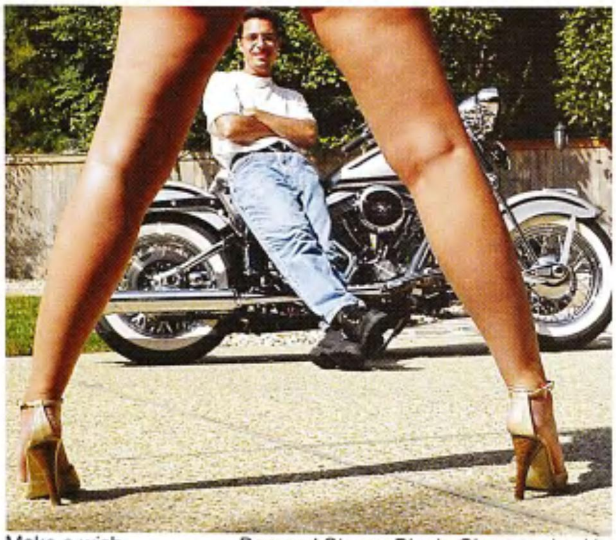
Stylin' in that '70s show. —*Sugar Bear, Los Angeles, Calif.*

Cruz: low ridin', good-livin'. —*Misty Sunshine, Pomona, Calif.*

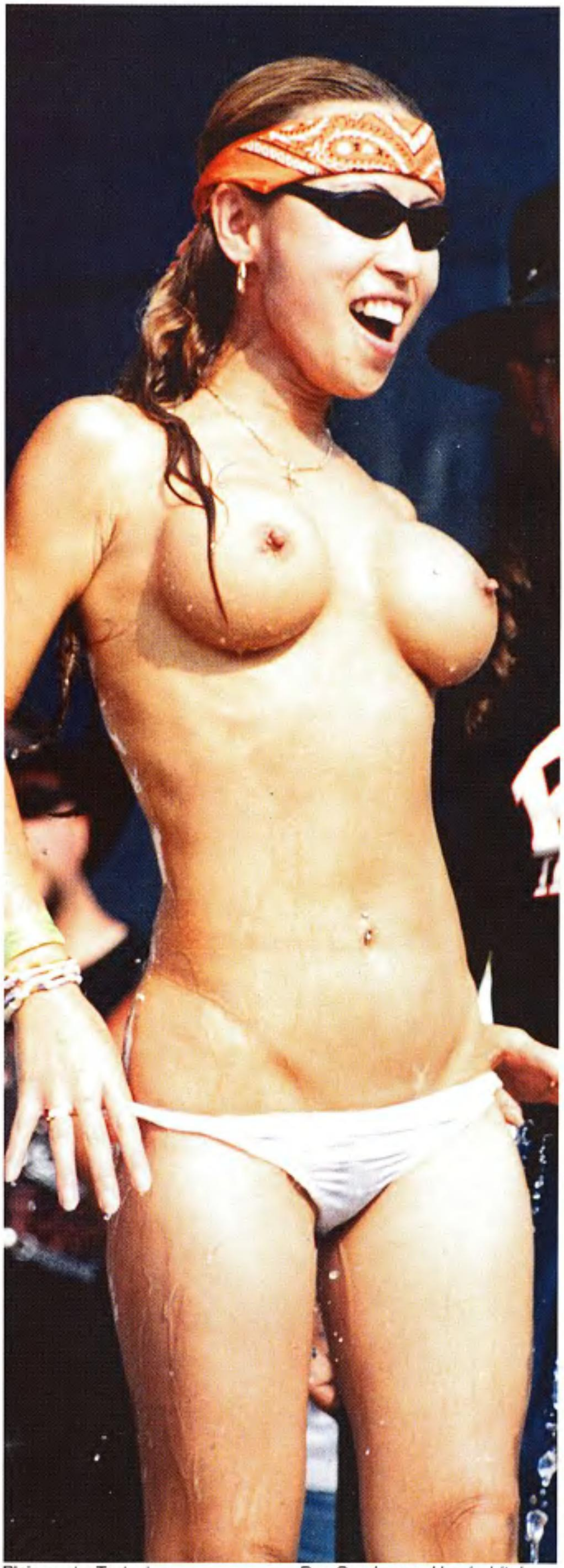
Well, hello there! —*Bret Brandt, Freedom Rally, Humboldt, Iowa*



A Milwaukee tripod. —*J.C.*, Easyriders *Rodeo, Chillicothe, Ohio*



Make a wish. —*Doc and Stacey Block, Chesapeake, Va.*



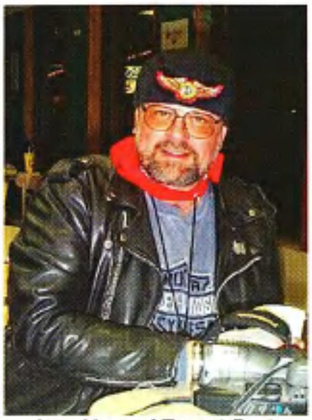
Plain nasty. Tasty, too. —*Ron Sanderson, Humboldt, Iowa*

That'll be one tart to go, please. —Ray Owens, Welcome, N.C.

All smiles. —Dave Ross, Harley Rendezvous

A family thing. —Jason, Jim, Jim Jackson II, Harrison, Mich., at Sturgis 2001.

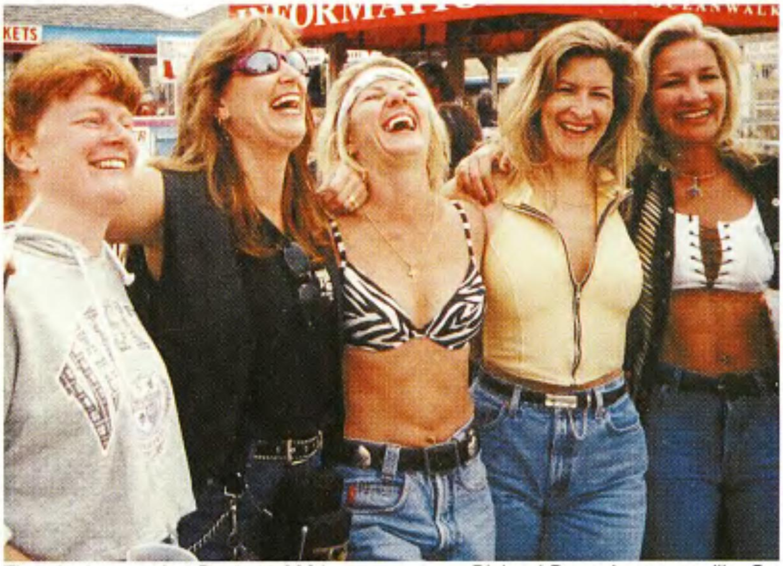
Hitched! —*Mark and Nicole Jenkins, Opelika, Ala.*



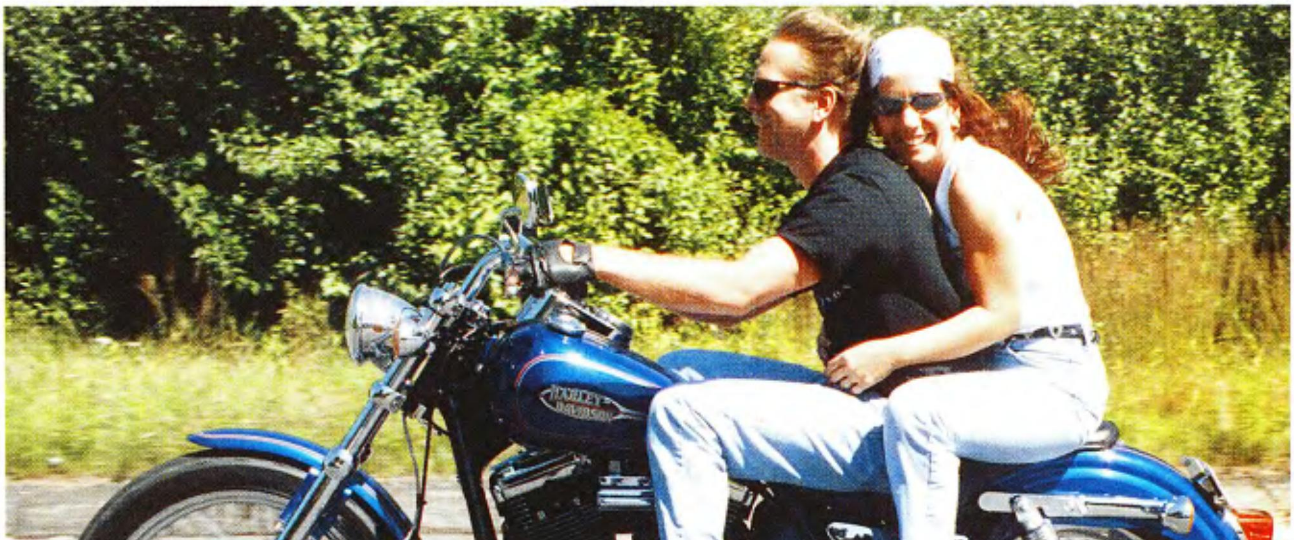
—*Jerry Vage of Tom at Daytona*

—*Dan Edward, Street Vibrations '01, Reno, Nev.*

—*Jan Krijtenburg, Vlissingen, the Netherlands*



The giggle squad at Daytona 2001. —*Richard Dunn, Lawrenceville, Ga.*



Rusty and Diana catchin' wind. —*Michael Pesapane, Poker Run, Meriden, Conn.*

Kiss, kiss. *—Harold Gordon, Sturgis, Ky.*

Girder class. *—Tim O'Connor, ABATE of Colorado Dist. 11 Scholarship Run, Nathrop, Colo.*

Here's lookin' at you, kid. Wetzel Run 2001. *—Brian Flickinger, Apple Creek, Ohio*

Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints, color slides (35 mm, 2 1/4, 6 x 7, or 4 x 5) or digital art. Whether it's the exhilaration of a dude and his chick flyin' down the road, an all out biker bash, or a hot babe showin' her stuff—these photos typify the fun, excitement, and freedom of biking. (Oh, yeah—we now pay $100 for every full-page color photo, $50 for half-page color photos, $40 for color photos printed smaller than half-page and $30 for each black-and-white picture printed.) Please label all the photographs you send with your name and address. Also, if you want your photos returned, please include a self-addressed, stamped envelope (SASE). Mail to: *Easyriders* In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000. WE NOW ACCEPT DIGITAL PHOTOGRAPHY!

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Labels: first set add $7.95, each add'l set add $5.95 $
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Matching Contact Cards #ZF 1 7 3 Number of Sets:
First set of 250 add $14.95, add'l sets add $8.00 $
Special Typestyle for Cards (see examples at left): add $2.50 $
Matching Leather Checkbook Cover #CV 1 7 3 add $18.95 $
EZShield Check Fraud Protection Program℠: add $1 for EACH box of checks you order $
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THE POWERS OF DARKNESS

The following statement seems fantastic, but it is undeniably true.

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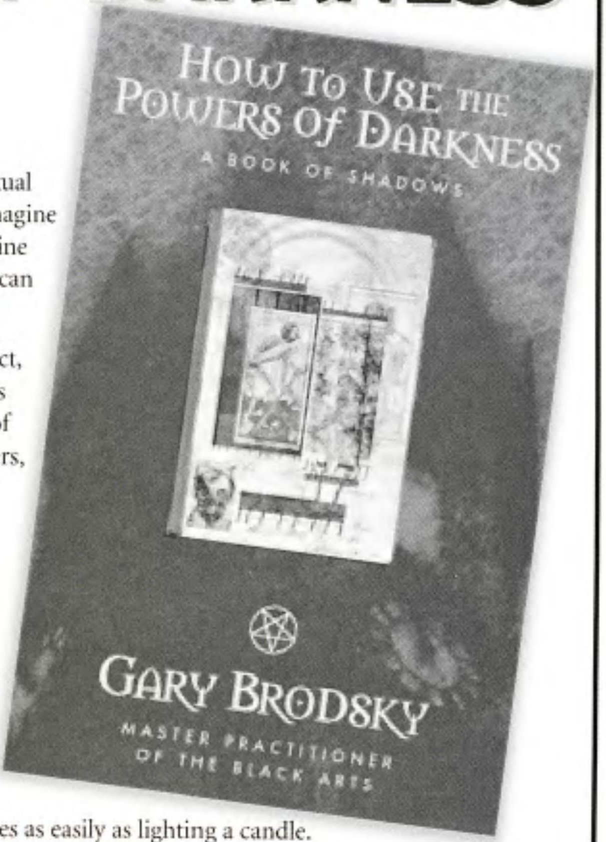

Imagine being able to control those around you. Imagine having sexual powers beyond your wildest imaginings. Imagine fearing no one. Imagine having the ability to create your own infinite source of wealth. Imagine wielding the power to bend the laws of nature. No matter what you can imagine, it was once reality.

Today little is know about the uses of such dark enchantments. In fact, most of what survives, such as Astrology, Crystals, and Tarot Cards is so watered-down as to be practically meaningless. The true origins of most New Age rituals are unknown to most modern-day practitioners, lost over the centuries as such wisdom became more and more shrouded in secrecy. Obviously, those with the knowledge and power weren't too eager to share it with others.

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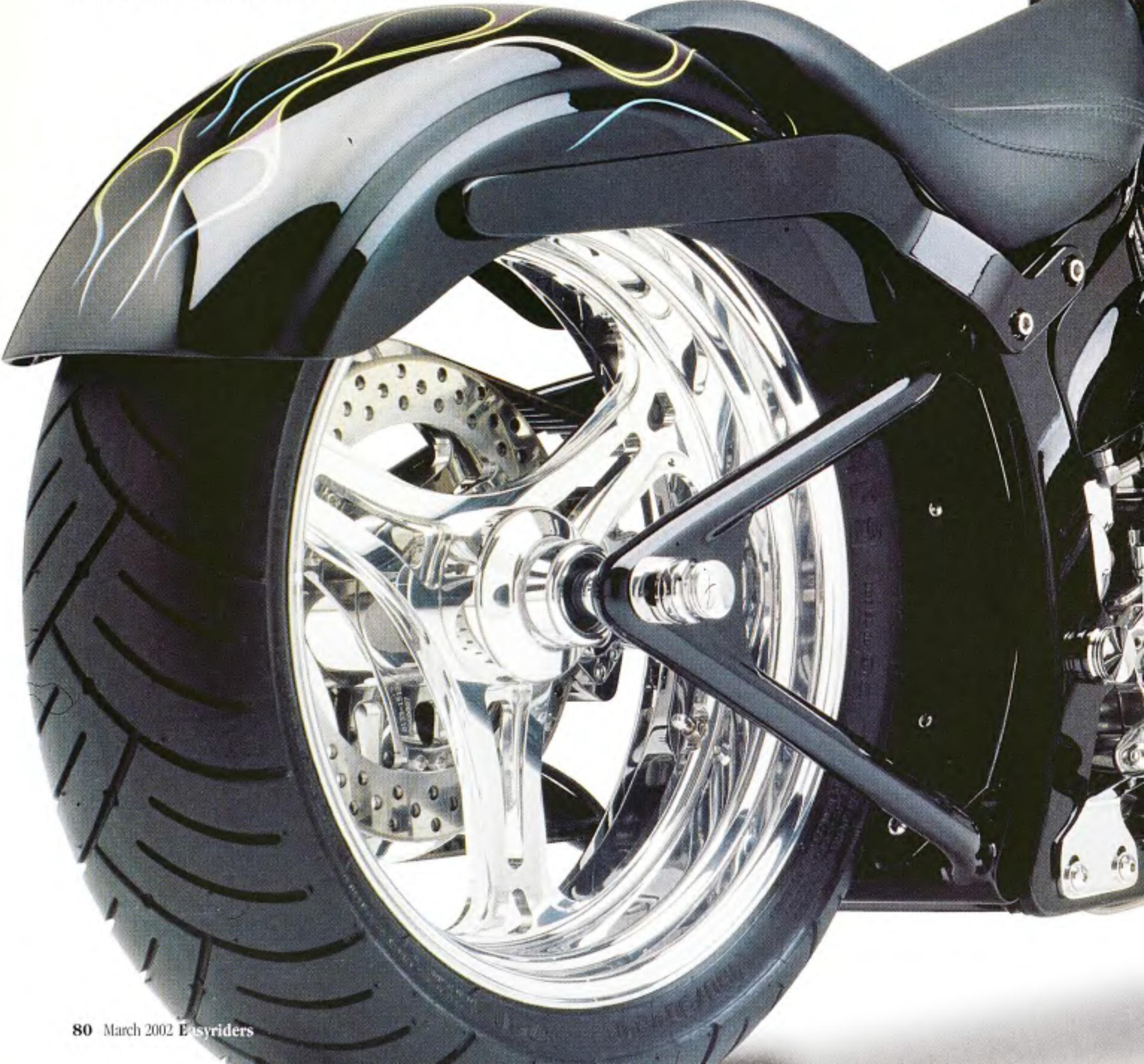
Shane Gatto enjoys riding his bike as much as anybody, but the most joyful part of this biker's journey is working on a custom project with his 10-year-old son, Frankie, at his side. Frankie is cool because he works hard in school and gets good grades. His heroes are Jesse James and his father. Frankie wants to become a custom bike builder when he grows up and Shane says he's off to a good start. He was right there to help Shane with every step of putting their incredible bike on the road.

Shane started out by building show-and-go muscle cars, but cars didn't cut it any more after his Road King-riding dad, Frank, got Shane interested in bikes. And what a scoot he's created here. It's hard to keep from getting excited about Frankie's Chopper. There's almost too much to like.

As you realize just how intense it looks, you're only beginning to understand, because under that beautiful shiny harlequin flamed skin beats a totally extreme engine with a story all it's own.

Gently nuzzling in the cleavage of its Rolling Thunder frame, this 120-cubic-inch billet mill was designed and assembled by AHDRA legend and Stylemaster Superman, Al "Mac" McIlvena. The year 2000 brought the debut of Frankie's Chopper, but it also would be the year that the chopper public lost one of its finest as Mac was taken by cancer at the young age of 49.

Shane learned more about choppers than he thought anyone could by getting to work with Mac, and he had the honor



of being one of his friends for 18 months. To Shane, that experience is priceless. Mac was building motors way back when high technology was non-existent, so he dusted off his old notebooks and spec'd out today's perfect V-twin hot-rod engine. Mac designed this mill to be reliable by borrowing shovelhead ingredients found in drag motors from the glory days. We weren't surprised to learn that Shane sold his '96 Nostalgia Softail to pay for Mac's magnificent motor.

The entire engine is machined from solid billet aluminum, and each part is held to such close tolerances that no gaskets are required. The cylinders are a testament to the type of tradition that you can get only from Randy "King of Cubes" Torgeson of Hyper Performance in Pleasant Hill, Iowa.

FRANKIE'S CHOPPER

SHANE GATTO'S FATHER AND SON MASTERPIECE

Without spilling all the beans, we'll let you in on one reason why these heads flow like a ramblin' river...try a 2.602 intake and a 2.02 exhaust. Hyper Performance carved out these oversized jugs, which have such a bountiful bore that the oil return lines had to be run externally. Swain Coatings provided the giant J&E pistons with ceramic tops and Teflon skirts. Mac's engineering approach is based upon this simple, ancient creed: If what you do brings no harm to any thing, do as you will.

Mac's son, flat track racer Jimmy McIlvena, helped with the wiring, while Shane's street rod-building buddy, Dave Edgerton, rolled out this fine fuel cell on his English wheel.

Frankie's Bike was finally complete, except that it sat in a cloak of basic black. Frankie was telling Shane about all the cool ways that he wanted to do some flames when *Motorcycle Mania* with Jesse James came on the Discovery Channel. The next day Frankie was helping Shane pull off all of the sheetmetal for a flame job from Doug Moot. A set of West Coast Choppers Hell Bent pipes were ordered, and here we all are, drooling in appreciation of this father and son creation. —*Jeff Moore*

Owner: ...Shane Gatto
City: ...Camden, New York

General
Fabrication: ...Shane Gatto/Al McIlvena
Year/make: ...2001 Special Construction
Model: ...Frankie's Chopper
Assembly: ...Shane and Frankie Gatto
Time: ...1 year
Chroming: ...S&H Plating

Engine
Year: ...2000 McIlvena billet radial
Rebuilder: ...Al McIlvena
Displacement: ...120 cubic inches
Cam: ...Competition
Carb: ...S&S
Pipes: ...Hell Bent by West Coast Choppers

Transmission
Year/make: ...2000 TP Engineering

Painting
Molding: ...Shane Gatto
Painter: ...Brian Storms
Color: ...black w/ Harlequin flames
Type: ...PPG
Special paint: Doug Moot/State Bridge Collision

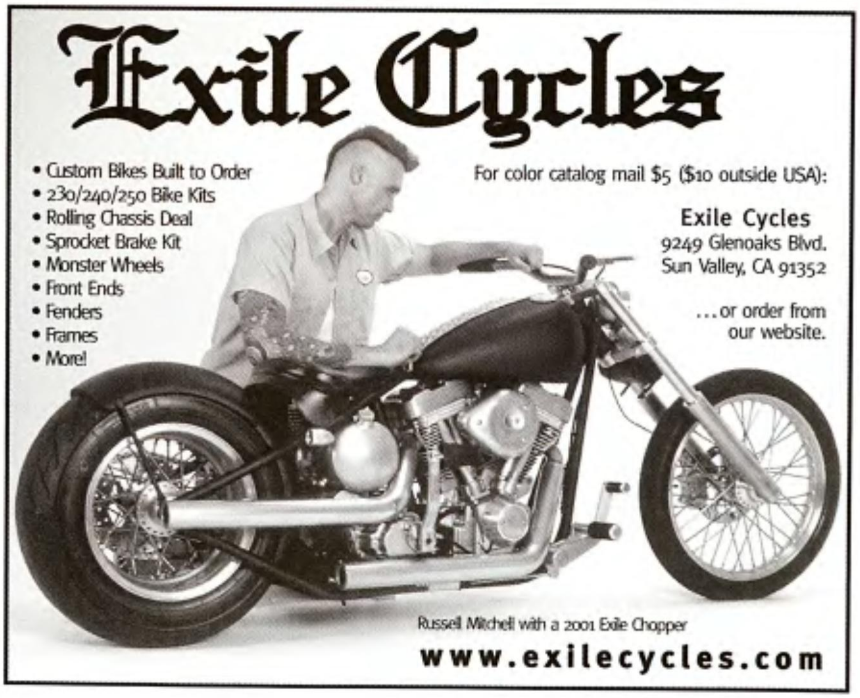
Frame
Year/make: ...2000/Rolling Thunder
Type: ...hidden-shock
Rake: ...38 degrees
Stretch: ...2 inches
Shocks: ...American Suspension

Accessories
Handlebars: El Diablo by West Coast Choppers
Risers: ...WCC
Handlebar controls: ...Performance Machine
Fenders: ...Jesse James
Headlight: ...Headwinds
Taillight: ...Joker Machine
Speedo: ...none
Pegs: ...Performance Machine
Foot controls: ...Performance Machine
Gas Tank: ...Dave Edgerton
Oil Tank: ...Rolling Thunder
Seat: ...Danny Gray

Mirrors: ...Paul Yaffe Originals
Grips: ...Paul Yaffe Originals

Front end
Type: ...Inverted, 33 over extension
Builder: ...Ceriani

Wheels
Make: ...Performance Machine
Size: ...19 x 2.5 front/18 x 5.5 rear
Tires: ...Metzeler
Brakes: ...Performance Machine
Photos: ...Michael Lichter



FoxHunt

Meet October's Winner

Your October Fox Hunt winner is one hot piece of ass! My god, Look at that! Tattooed in all the right places. Don't even get me started on those perky little headlights...someone hand me a towel. So, without any further drooling, we present your winner, Amy. This hot little Southern Belle comes to us all the way from North Carolina. The state who's motto is "First in flight." Very appropriate for those of us lucky enough to have viewed this girl's landing strip! Anyway, we teamed Amy up with a couple of other well-known southerners, Click Baldwin and photog Aaron Stevenson for a shoot that will go down as one for the history books. So stop wasting all your time, not to mention the Vaseline, here on this page, flip over to Page 56 and take a much better, longer, more private look at how the whole shoot came out.

—Sherwood O'Dunner

Tammy—Deleware

#301

"The overwhelming roar of the engine, wind in my hair, the blend of speed and power—not to mention the vibration—took my breath away."

Bella—New York

#302

"My first ride gave me this incredible rush of adrenaline and freedom. It was almost as good as when I left Russia for once and forever."

Connie—Georgia

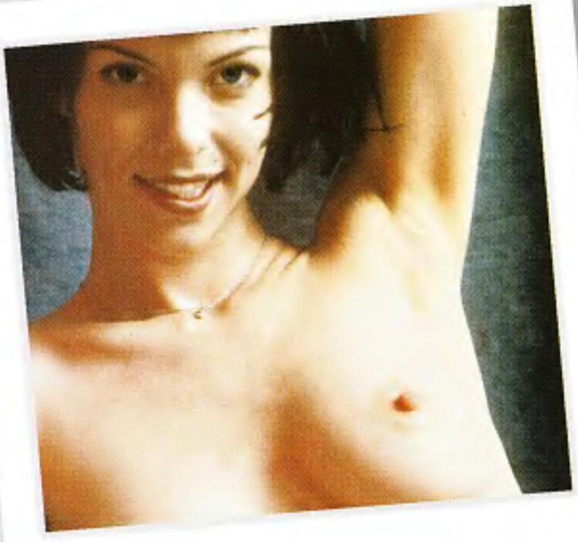
#303

"My first was with a married man whose wife didn't want to be 'that kind of woman.' Now he's my man."

April—South Carolina

#304

"It was exhilirating. Knowing I was in control of that machine. I wanted it to last forever."



Elkie—Virginia

#305

"I can't even remember the guy's name who gave me my first ride, but I'll never forget how much I loved the hard steel vibrating beneath me."

Jenna—Minnesota

#306

"I was with my boyfriend. I loved the way the bike hugged the road and the excitement in my body. It was all very sensual."

FoxHunt

Ladies, make $500 by being selected the winner and modeling for an *Easyriders* feature! Men, help pick the winner by mailing in your vote. It's up to you to decide which luscious lass gets to share her wares with all of bikerdom in an *Easyriders* feature. So grab a pen and a postcard and vote!

OK, bros, here's a chance to share your favorite hardbelly with all of bikerdom on the pages of *Easyriders!* We're hunting for the best-looking, real-live, bike-lovin' babes to show their stuff.

It works this way—if your entry is selected as the monthly winner, you get $150 for sending in the photo; the cutie gets $350 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole $500!) We'll even throw in round-trip airfare, a personal chaperone, and deluxe accommodations at a hotel—with indoor plumbing, even—and maybe, just maybe, even a ride on one of our custom bikes.

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received in the mail during the voting period.

Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders.*

Applicants must be 18 years of age or older to be considered. The following documents are required of each Fox Hunt entrant:

1. Entry photos must be topless. No Polaroids!

2. The release form on this page signed and a photocopy of model's driver's license.

3. A photograph of the model holding the signed release form and her driver's license.

Ladies, one last favor. In your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Photos must be color prints, or color slides—no negatives and no Polaroids. Send in more than one and let us decide. Sorry, absolutely no photos will be returned without a self-addressed stamped envelope (SASE); all published entries become the property of Easyriders, Inc.

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or on the back of a sealed envelope—and mail it to #345 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

For this issue you may begin sending in your votes February 1, 2002. The voting deadline for this month's crop of cuties is February 28, 2002. We'll announce the winner in the July 2002 issue.

Here she is, bros, the Novemober 2001 monthly Fox Hunt winner, Reneé, Number 1004, from Ft. Lauderdale, Florida. See more of her next issue.

345

FOX HUNT
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Model's Name____________________
Address ____________________
City________ State______ Zip ______
Daytime Phone ( ) ______ Evening Phone ( ) ______
I am ____ years of age, born __________
I will pose fully nude __________
Model's Signature ____________________

Photographer's Name ____________________
Address ____________________
City________ State______ Zip ______
Daytime Phone ( ) ______ Evening Phone ( ) ______
Photographer's Signature____________________

Don't forget to vote! These girls are depending on you!

Send a photocopy of your picture I.D.that shows your signature and photo.

In the space below, or on a separate page, tell the staff about your first ride on a Harley.

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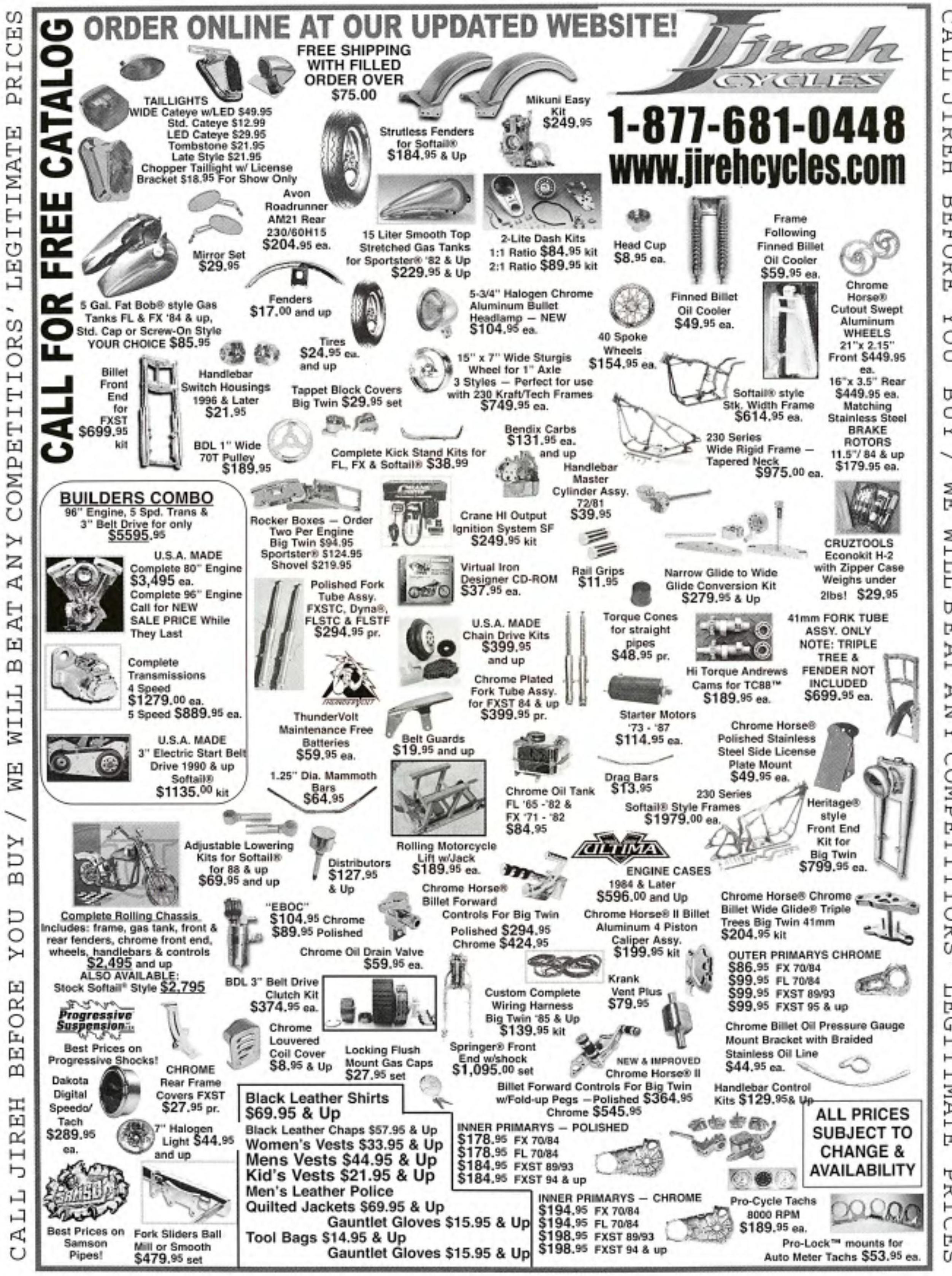
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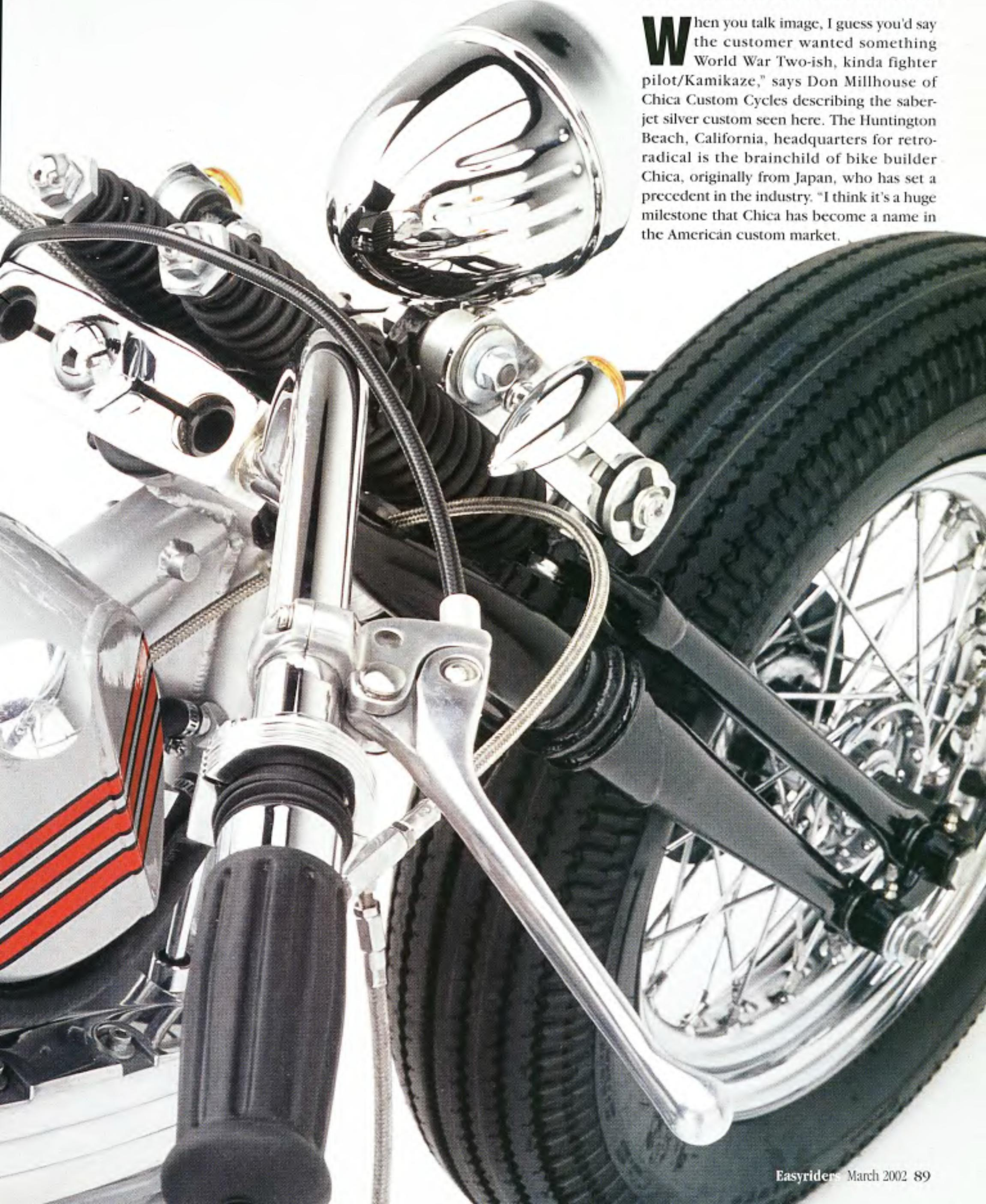
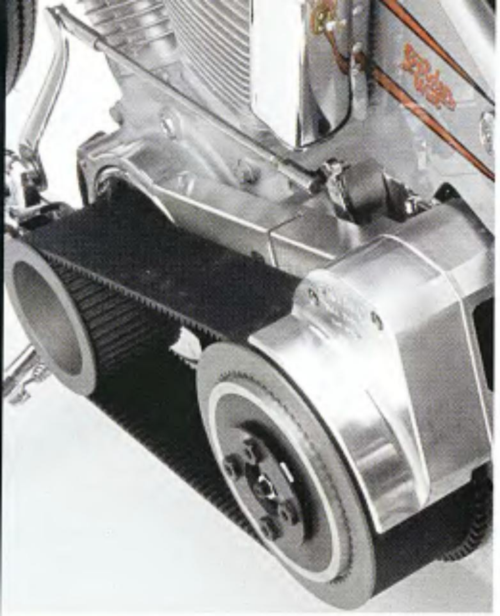
Striking Gold

CHICA'S GOLDEN WEST CUSTOM

When you talk image, I guess you'd say the customer wanted something World War Two-ish, kinda fighter pilot/Kamikaze," says Don Millhouse of Chica Custom Cycles describing the saber-jet silver custom seen here. The Huntington Beach, California, headquarters for retro-radical is the brainchild of bike builder Chica, originally from Japan, who has set a precedent in the industry. "I think it's a huge milestone that Chica has become a name in the American custom market.





He came from Japan without speaking any English and now six years later has built himself a strong reputation. He started out of his garage, and I started out of my garage, and eventually two garages came together, and we opened up Chica's Custom," says Don.

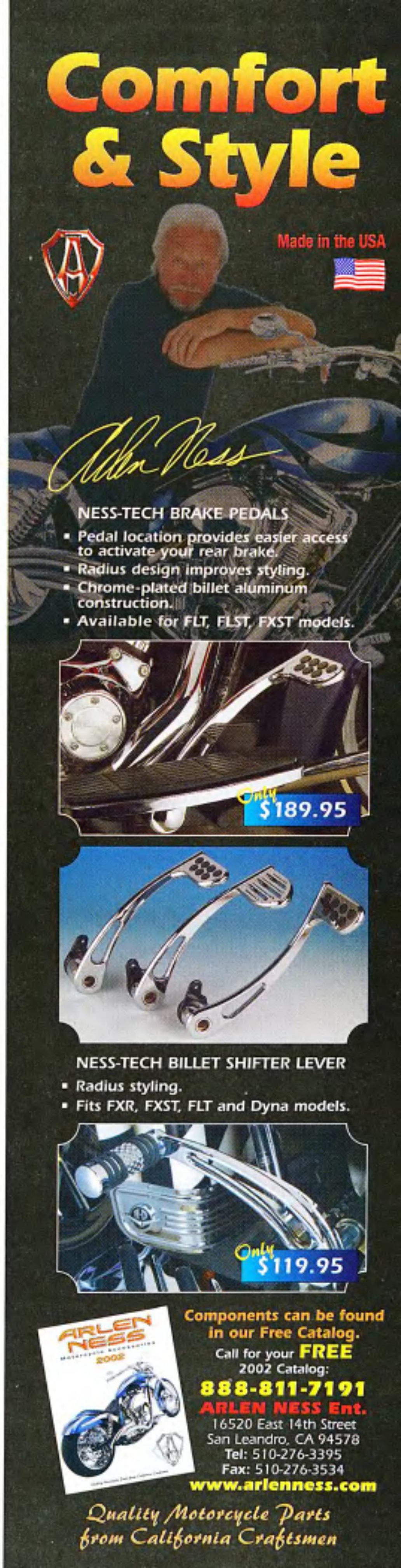
The bike seen here is built around one of Chica's custom single down-tube, oil-in-the-frame models that emphasizes the no frills, all thrills attitude. Lots of attitude. "We also use a lot of springer front ends, this one built by Tedd's Cycle. It goes with the vintage character we're known for, and goes along with our philosophy that's heavy on old-school but with upgraded technology. Everyone's building new bikes with new everything, but we like to stick with the old-style components, original stock motors, usually knucklehead and shovelhead motors, in this case the use of an Evo engine a little out of character for us. We go for the old gold, engine-wise."

Don tells us that, "People of all ages buy our bikes because they want something unique. We build bikes that are ground-up customs, the frames stretched and bent by hand. And Chica fabricates the gas tanks, oil tanks, frames, you name it. Nothing you find on a shelf. The engines are stock, original, 1979 vintage or whatever, so you're getting a real piece of history, something that no one else has. We've been building bikes for six years, and no two are the same."

While Chica was heavy into exporting custom bikes in his formative years, he's now into the domestic scene, building their old-school bikes for customers who value the past and appreciate solid performance and reliability as well. Prices range from $25,000-45,000. "We're developing our own product line, definitely getting into the manufacture of our own parts as old-school style is coming back, and there's an untapped market," says Don. "We're manufacturing our own frames and tanks now, and having our wheels and exhaust pipes done up as well. All our bikes are custom built to order, but next year you'll be able to order some of our components from the Chrome Specialties catalog. We're also working on a rolling chassis that will be available to the public."

For more information call Chica Custom Cycles direct at 714-842-9587 or check out their Web site at www.chicacustom.com.

—Paul Garson



Owner: ....Chica Custom Cycles
City: ....Huntington Beach, California

General
Fabrication:............................Chica
Year/make:......2001 Chica Custom
Model: ....Golden West
Assembly: ....Chica
Time:...............................2 months
Chroming: ....South Bay Chrome

Engine
Year:...1999
Rebuilder: ....Harley Evo
Displacement: ....stock
Cam: ....stock
Carb(s): ....SU
Pipes: ....Chica

Transmission
Year/make: ....1999 Harley

Painting
Molding: ....Burke
Painter: ....Burke
Color/type: ....silver/red
Type: ....House of Kolor

Frame
Year/Make:.............................2001
Type: ....Chica
Shocks: ....none

Accessories
Handlebars: ....Chica
Headlight: ....Chrome Specialties
Handlebar controls: ....CSI
Taillight:...........Chrome Specialties
Speedo: ....Chrome Specialties
Pegs: ....Chrome Specialties
Foot controls: ..Chrome Specialties
Electrics:..........Chrome Specialties
Gas tank: ....Chica
Oil tank: ....Chica
Seat: ....Chica diamond stitch
Mirrors: ....Chrome Specialties
Grips: ....Chrome Specialties

Front end
Type: ....springer/Tedd's Cycle

Wheels
Make:...Star
Size: 16-inch
Tires: ....black
Brakes: ....drum

Special Features: ....attitude, single downtube oil-in-frame
Photographer: ....John Wycoff

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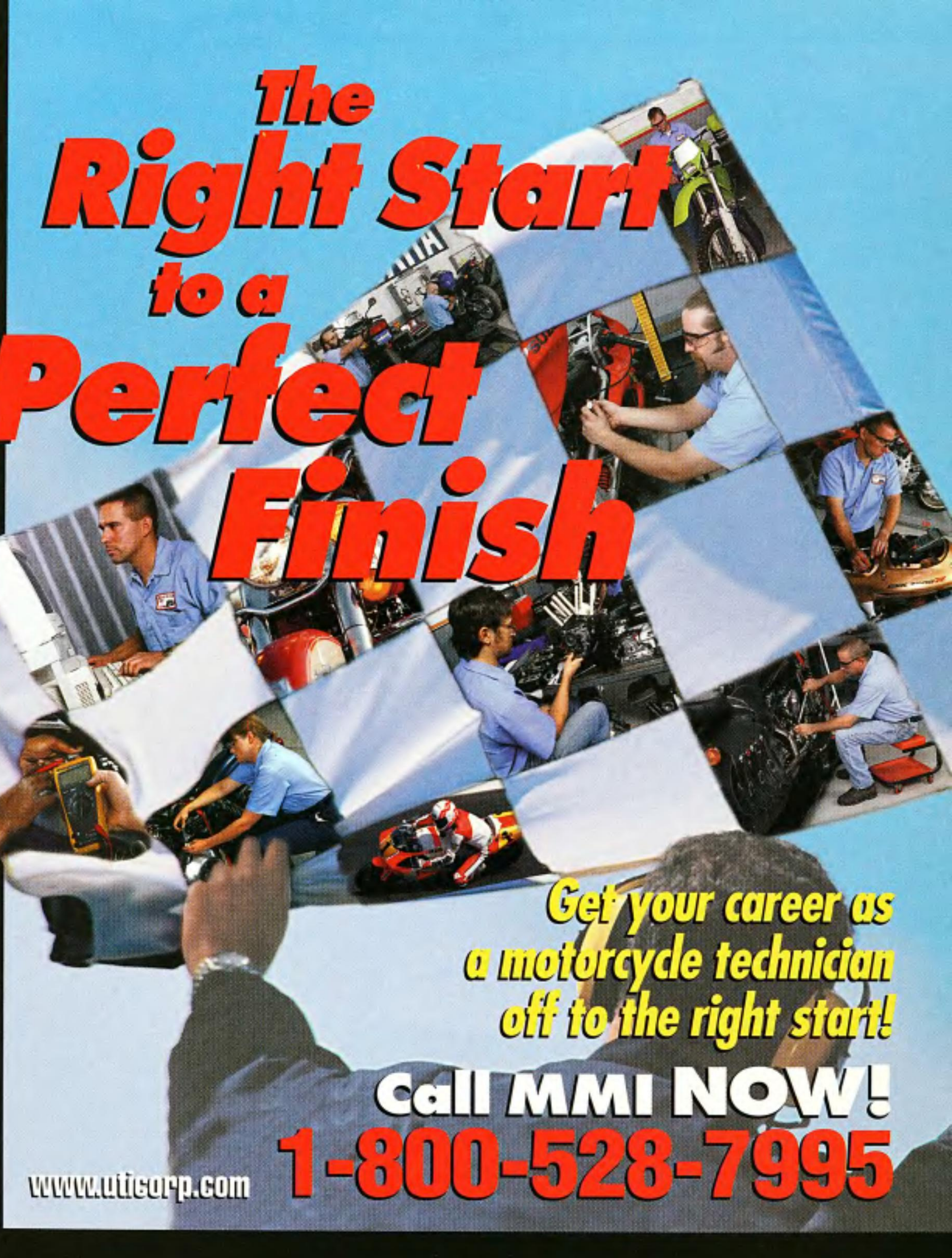

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☐ Financial Aid Info ☐ VA Info ☐ Arizona ☐ Florida

The confetti had barely been swept up after the Arizona Diamondbacks scored the winning run in Game 7 of the 2001 World Series before a pall washed over baseball direct from the Office of the Commissioner. In 2001 America's once-upon-a-time national pastime, captivated the country like seldom before in recent history, providing a deserved time-out and spiritual cleansing for a nation that needed it after the horrific events of Sept. 11.

However, before the bubbly went bad, all the good vibes and warmth of a feel-good summer, replete with record-setting performances and emotional farewells from beloved players, turned cold and sour. All it took was Commissioner Bud Selig to destroy the goodwill gained from a terrific season and exciting World Series. Two days after the Diamondbacks put away the New York Yankees, Selig, speaking on behalf of ownership, suggested the prompt "contraction" of two unnamed franchises that were not producing sufficient revenues to compete. The deleted teams were reportedly the Minnesota Twins and Montreal Expos.

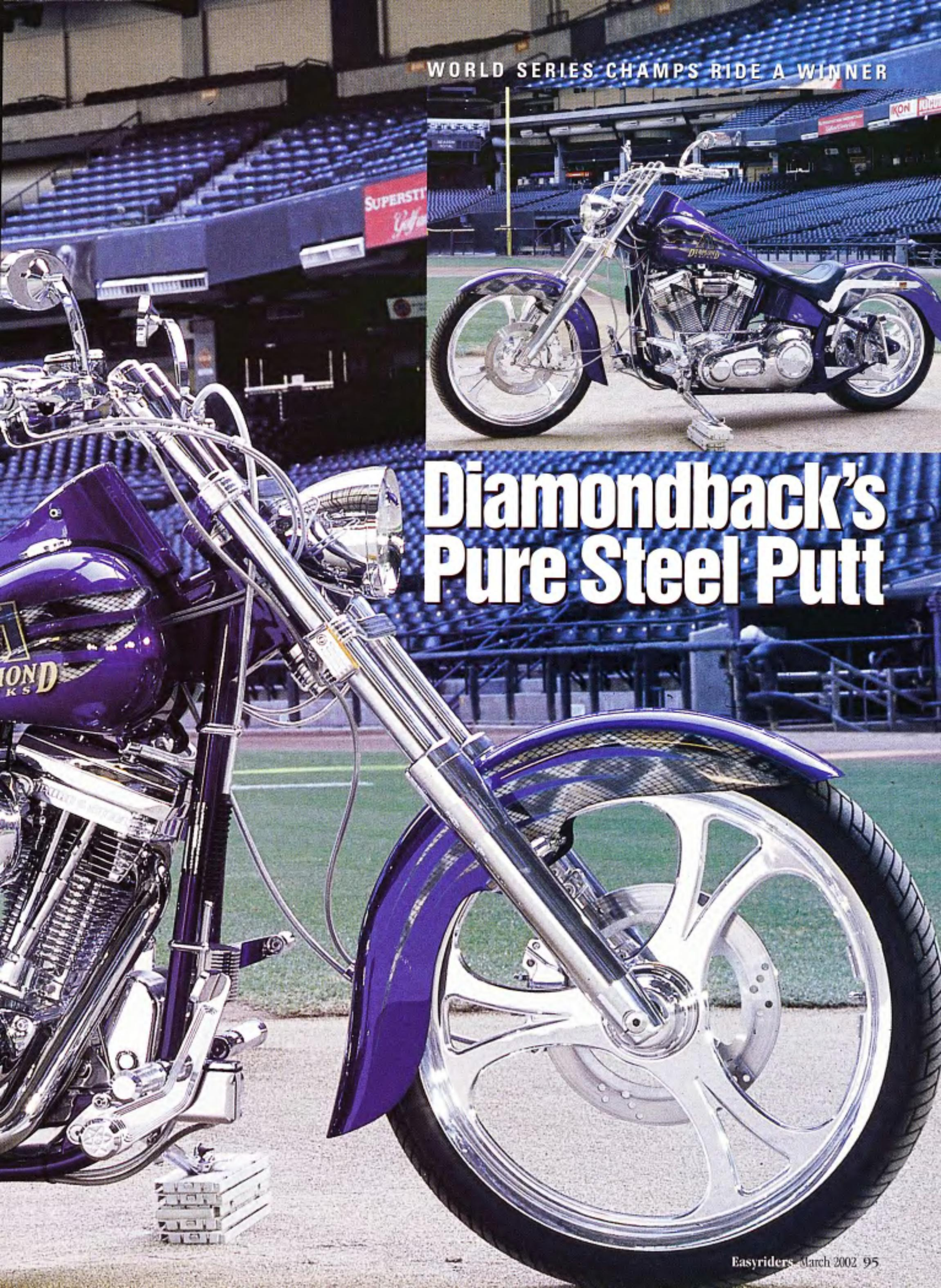
By serving up that hasty fart sandwich for loyal fans to digest in those cities, particularly Minneapolis, Selig accomplished nothing more than dredging up bitter memories of baseball's 1994-95 work stoppage. A labor dispute that caused the cancellation of a World Series for the first time since 1904, alienating casual and passionate fans alike. During testimony on Dec. 6 before the House Judiciary Committee, Selig created more public ill will and incurred questions of integrity with a double helping of arrogance. Let's just say that ol' Bud, a former used car salesman, whiffed on his pitch to explain baseball's purported financial woes. Soon after, more rational heads prevailed and the contraction concept was temporarily shelved. The Twin Cities live to play another day.

What the hell does baseball have to do with motorcycles, you say? Well, the bike you see here was built as a tribute to the Arizona Diamondbacks by noted bike builder and D-Back fan, Oscar Coca and his team at Pure Steel Motorcycles of America in Phoenix, Arizona. The 80-cubic-inch Harley engine sits in a Daytec frame surrounded by striking team logos and snakeskin graphics painted onto a field of purple by Brian Mazzacua and Shawn Wilken at Iron Art Industries in Phoenix. It was presented to the Diamondbacks before last season for promotional use. Team mascot, Baxter the Beast, rode it around the field before games to rev up the crowd. Evidently it revved up the team too, as they went on a tear behind 57 homers off the bat of Luis Gonzalez and the pitching duo of Curt Schilling and Randy Johnson. They fought off the Dodgers and Giants for the Western Division championship, breezed through St. Louis and lowered the boom on the Braves to earn the right to go to the World Series.

All because of the bike? You bet. What better motivation than Harley thunder reverberating through the retractable roof of the BOB into the Valley of the Sun, galvanizing Phoenicians behind their upstart baseball team that would become the fastest franchise to win a championship. On a positive social note, the Phoenix community will further benefit from the bike through a raffle held at Hacienda Harley-Davidson in North Scottsdale on Dec. 8. The proceeds from the 1,000 tickets, sold at $50 each, went into an Arizona Diamondback Charities fund. The lucky winner was Diane Galuska, a homemaker and mother of two from Gilbert, Arizona. Diane's not quite sure what to do with it, but she did enjoy a ride with Rick Hatch, owner of Hacienda H-D, the day of the raffle. Pure Steel plans on producing 100 Diamondback-motif bikes in 2002, each 107 cubic inches of pure meat.

Alas, Selig's public posturing on behalf of billionaires fighting it out with millionaires reminded us of the obscene salaries ($2 million average), players receive, and the insane greed on all levels of all sports. The reality is, getting on a scooter and heading down the highway still beats the hell out of "take me out to the ballgame." Purely. *—Loudmouth*

Photos: Paul Martinez



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Fallen Angel

HAVING FUN IN THE DEVIL'S KITCHEN

The bible never makes any mention of this, but *Easyriders*, a bible of a different sort, is privy to some serious info. We can tell you that there was not one fallen angel, but two. The first one came out of the darkness and into the light of our sister publication *VQ*, back in April of last year, and the second one—well, this is it, right here.

Looking downright devilish with its '69 pan/shovel motor, its 14-inches-over Tolle front end, and its extra 5 inches in the Kennedy frame, Fallen Angel II was created by the Overlord of Fallen Angels, master builder Paul Yaffe. And it's devilish in all its aspects. Devilishly clever, that is.

Look at the motor again. It's not a real '69 pan/shovel, of course, 'cause that would have been too easy. No, this here is a 93-cubic-inch S&S motor with Delkron cases and S.T.D. heads and valves, ensuring not the easy going quaintness and putt-putt mobility of yesteryear, but rather the demonic and ass-kicking rudeness that befits a two-wheeled metal monster of the third millennium.

"The owner of the bike, John Angel, just wanted some bad assed, kick-only, smoking little chopper," is the innocent explanation Paul has to offer. "So we used an old Kennedy frame, the motor built entirely from aftermarket parts for uniqueness, and a 4-speed, kick-only tranny. We had some fun creating some cool pipes that cross over under the oil tank and come up on each side of it!"

You can imagine them sitting there, in devil's kitchen, as it were, scheming and planning and having a wickedly good time with all those one-offs. Like the seat for instance, which, as Paul explains, is made from "baseball-mitt leather, which we had hand-stitched. Then we took it to a tattoo artist and had him tattoo the graphics on the seat, a couple of flying eyeballs on the sides and our logo on top."

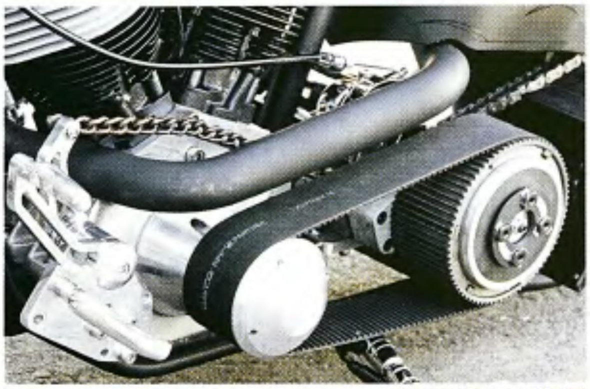
Or look at the gas cap, which matches

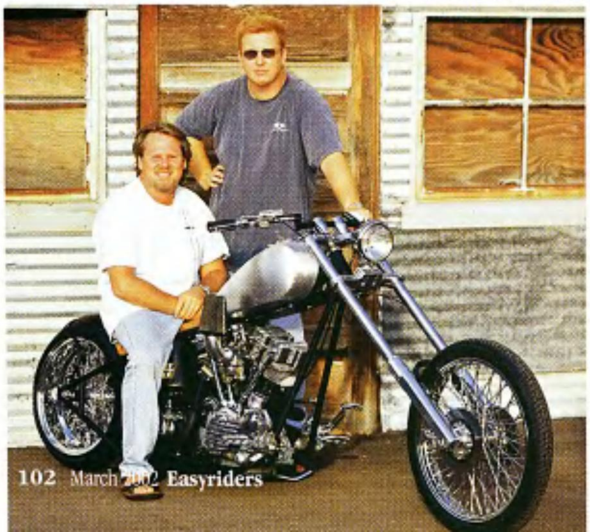
the rear hubcap and is the reason the brake disc/sprocket system was transferred to the left side, so it would leave the right side clean. The gas tank was formed out of raw aluminum, which was "tons of work." It was left raw with a brushed finish so there would be no flaw left to be covered with Bondo. The hand-formed oil tank, on the other hand, boasts a flat black paint job with glossy black pinstripes. In fact, the only paint on the whole bike is flat black, "the way traditional choppers were," Paul adds.

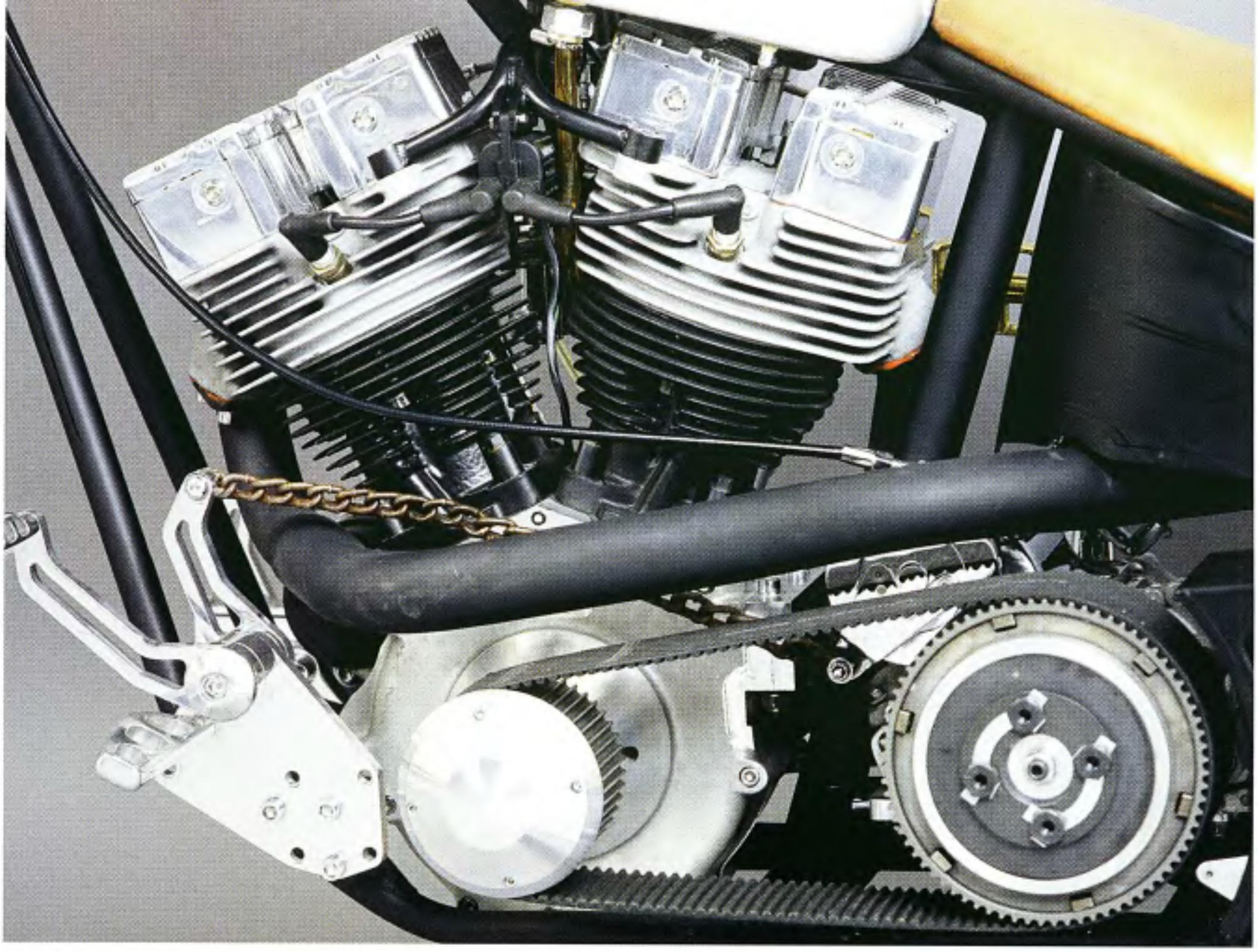
Some more one-offs include the Z-bars and the fender sculpting, the mirrors, air filter, and primary covers, just to mention a few things.

Considering that John is actually Paul's silent business partner, he's making a helluva loud statement and is "instantly the baddest dude in any biker bar he rides up to," Paul says.

With all this talk of biblical names like Paul and John, and of angels and flying eyeballs, one has to wonder how such a nasty, vile and bad-assed behemoth could be the creation of such saintly men like Paul and John. I guess the only conclusion would be that the devil made 'em do it. *—Red Baron*







Owner: ....John Angel
City: ....Gilbert, Arizona

General

Fabrication: Paul Yaffe/Ron Dewey
Year/make: ....1969 Paul Yaffe

Originals

Model: ....old-school chopper
Assembly:................Roger Plesotis
Time:................................8 months
Chroming:......................Concourse

Engine

Year:..1969
Model: ....pan/shovel
Rebuilder: ....Roger Plesotis
Ignition: ....Mallory
Displacement: ....93 cubes
Lower end: ....S&S
Balancing: ....Highway Choppers
Pistons: ....S&S
Cases: ....Delkron
Heads: .................................S.T.D.
Cam: ....S&S
Lifters: ....JIMS
Carb: ....S&S
Air cleaner: ......Paul Yaffe Originals
Pipes: ....Paul Yaffe Originals

Transmission

Year:..1959
Modifications: ....many
Shifting: ....smooth
Engine sprocket: ....Karata
Trans sprocket: ....Karata
Wheel sprocket: ......Choppers Inc.

Painting

Molding: ....Ron Dewey
Painter: ....Ron Dewey
Color: ....black suede
Type: ....urethane
Special paint: ....Ron Hernandez

Frame

Year:..1995
Builder: ....Kennedy
Type: ....rigid
Rake: ....45 degrees
Stretch:............................5 inches
Shocks: ....it's a rigid!

Accessories

Handlebars: ....Paul Yaffe Originals
Risers:..............Paul Yaffe Originals
Handlebar controls: ....JayBrake
Fender(s): ....Paul Yaffe Originals
Headlight: ....Paughco
Taillight:............Paul Yaffe Originals
Speedo: ....don't wear them
Front pegs: ..Performance Machine
Electrics:..................Roger Plesotis
Foot controls: ....Performance Machine
Gas tank: ....D&D
Oil tank: ....Paul Yaffe Originals
Oil system: ....Harley-Davidson
Primary cover: Paul Yaffe Originals
Seat:....Guy Thieman/Mark Walters
Sissybar: ....don't go to them
Mirrors: ....Aeromach
Grips:....................Harley-Davidson

Forks

Type: ....hydraulic
Extension: ....14 over
Builder: ....Kennedy

Wheels

Front

Size: ....21 inches
Hub: ....WG
Rim width: ....2.25 inches
Tire: ....Metzeler
Brake: ....Kennedy

Rear

Size: ....17 inches
Hub: ....Choppers Inc.
Rim width: ....7 inches
Tire: ....Metzeler
Brake: ....Choppers Inc.
Photos:....................Butch Lassiter

Be Careful...

I'm not sure if it's healthy or normal, but lately I've been experiencing certain feelings of jealousy towards our family cat. It's not that he is particularly smart or productive. He doesn't have a big income or drive a nice car. You couldn't train him to do a trick if your life depended on it, unless it was how to make a can of cat food disappear in five minutes flat. What I'm jealous of is the fact that he's so damn relaxed.

I've always had problems with stress. It's a genetic thing that I inherited from my ancestors. They were Scottish clan folk who would rather fight than eat. They worked out their stress by attacking other Scottish clan folk with swords, under the mellow tones of a screaming bagpipe. If that didn't calm them, they were always able to pass the time by nursing wounds and attending the funerals of those who didn't quite perform up to an acceptable battlefield standard. These people rarely worried about being victimized by anxiety. So few of them lived long enough for such a luxury.

In these more modern times, there are few clan wars to fight, which is why so many men my age walk around looking like they want to kill something. They actually do, but since there are laws against killing most things, their desires mutate into stress. Of course stress is a recent term. Not many years ago they simply used to label the dysfunction as bad nerves. They used to lock people in asylums for having bad nerves, especially if those nerves were bad enough to freak out the population or embarrass the relatives. Today they call it stress and pump you full of Prozac or Zoloft. I'm not sure which is worse.

The cat with whom I share a house has no problems with stress. In fact, he can relax so deeply you can hang him from his tail while he sleeps. Sure, he gets freaked out every now and then, like when you shake keys at him, turn on the vacuum, or when he wakes up hanging by the tail, but he gets over it quickly. He goes and has a nap instead of heading for a therapist's office.

It's the cat's lifestyle that contributes to his total lack of anxiety. He doesn't need to pay rent, go to work, fight traffic, or pay the bills. The most intense problem he runs into in an average day is an empty food bowl. A problem he remedies by doing figure eights around your legs until you get sick of him and give him something to eat.

Other than eating, sleeping, and visiting the litter box, his daily to do list is pretty much empty. This isn't to say he never does anything. He's able to pass the time and keep himself entertained. Sometimes he chases things around. Nothing in particular, just whatever might be available. Could be one of the kids, a ball of lint, or even a mosquito. He really likes chasing mosquitoes. He'll hunt them for hours, stalking his prey until he is finally able to make the kill. I think this satisfies his wild instinct and makes him feel like a mountain cat tracking down his food. After a good hunt he returns to his lair at the foot of one of the kid's beds, covers himself with toys and various space creatures, and sleeps for six or seven hours.

I've been trying to figure out a way to incorporate a bit of the cat's lifestyle into my own. Of course there are certain things I won't do, such as eating out of a plastic bowl by the fridge or going to the bathroom in a box of gravel, but I thought I could at least give this napping thing a try. Napping, I found, actually does relieve stress. You just have to be careful where and for how long you nap. Many bosses take a dim view towards napping, as do certain women, such as your spouse, when she is busy explaining what it means to be a woman.

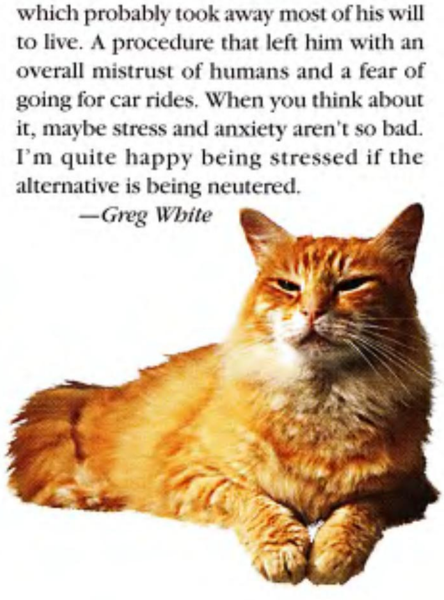
I've also tried to master the cat's ability to just sit. Sometimes he will do nothing but sit in one spot, staring at the rug for hours on end. Sometimes he gets wild and combines sitting and napping together into a potpourri of stillness. It can be deeply entertaining, at those times, to sneak up and tip him over. He always looks so surprised, even though I've done it to him a thousand times. I tried just sitting still for hours on end, and must admit it was very relaxing, right up to the point where the wife comes and tips me over.

The cat also spends a lot of time grooming himself. I think this is the feline version of a nice, warm bath. From careful observation I've learned that the cat can lick every square inch of his body, except for the top of his head. It's amazing to watch as he twists and contorts his body to tongue even the most personal of spots. Even though it looks like fun, I've decided not to duplicate any of his grooming techniques, for a couple of reasons. First, the general public and even close family members take a dim view of a person licking himself. No matter how therapeutic it might be, such behavior isn't considered "normal". You can shower, comb, shave, tattoo and pierce yourself, but sit and lick your own shoulder and you're some kind of social misfit.

Secondly, I'm not as flexible as I used to be. Certainly not as flexible as a cat. I have a hard enough time tying my shoes or even touching my knees, it'll be a cold day in hell before I'm able to lick the back of my thigh. It's too bad actually. I have a feeling the world would be a lot less stressful if people could lick themselves all over. If nothing else it would save you all the trouble of having to find somebody to do it for you.

Whether or not I ever reach the point where I'm as laid back as my feline friend is doubtful, but in light of some new information I'm not sure if I want to be. My wife suggested that the reason the cat is so relaxed has to do with a certain procedure we had done to him when he was about six months old. A procedure which probably took away most of his will to live. A procedure that left him with an overall mistrust of humans and a fear of going for car rides. When you think about it, maybe stress and anxiety aren't so bad. I'm quite happy being stressed if the alternative is being neutered.

—Greg White



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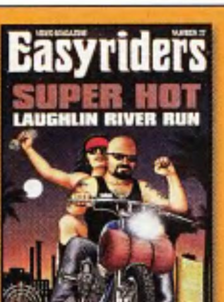

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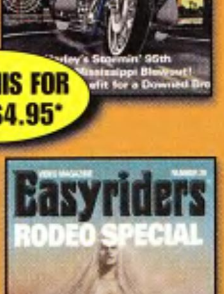

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Once again, it's time to stick your frost-bitten toes and fingers into a pair of boots and some gloves and hit the road for sunnier climes...Daytona, that is. Although we know from past experiences that Florida—despite being the Sunshine State—isn't always what it purports to be, it's still a blast to go there for a week of senseless partying and frolicking (which, incidentally, comes from the German term *fraulein* licking). But hey, if this winter is a sign of things to come, maybe we'll have the warmest Bike Week in recent memory.

Looking at the following schedule, you'll have to keep in mind our usual disclaimer... yes, the one that reminds you that all the names and events contained herein are fictitious and any similarities to actual, living persons is purely coincidental... wait, wrong one. Here we go: due to the tremendous amount of time it takes us to actually get this rag out, all dates, events and times are not set in stone and can actually be changed between the time we go to press and Bike Week. In other words, by using this guide, you could potentially end up at the wrong place at the wrong time (which might be even more fun than the event you planned on attending), or you can use it to wrap pretty presents for the strippers you can't really afford.

Have a blast at Daytona Bike Week 2002, and don't forget to bring the bros back home a T-shirt.

—*Tripper*

DAYTONA BIKE WEEK SURVIVAL GUIDE

Daily Events

Stuff that happens on a regular to semi-regular basis.

March 1 - March 10, 2002

The 61st Anniversary of Bike Week, Official Bike Week Welcome Center free literature on area events free blood-pressure checks, first aid and biker blood drive. Pick up the official Pocket Guide and 2002 Bike Week poster – 503 Main Street – 10 a.m.-10 p.m.; (386) 255-0981

The Bank – daily bands – 701 Main Street, Daytona Beach; (386) 257-9272

Bikerhaven/Hangdawg Saloon
Breakfast daily 8 a.m.-11 a.m.
Sharkeys Tattoo 10 a.m.-3 a.m.
Lots of parking, vendors, food.

Biking On The Boulevard
Live entertainment, vendors, BBQ, bike shows – Bethune Boulevard, Historic District, Daytona Beach; (386) 253-1067

Boot Hill Saloon
Live music daily outside, TBA; inside Big Engine, 2-6 p.m. and 9 p.m.-1 a.m. The Ice Man does ice carvings at 6 p.m. Food vendors, beer garden, daily contests, exhibits and displays – 310 Main Street, Daytona Beach; (386) 258-9506 or www.boothillsaloon.com

Broken Spoke Saloon
Great drinks, beer specials daily, giveaways daily, contests nightly Free bike parking – Live music from 12 p.m.-2 a.m. – 1151 N. U.S. Hwy 1, Ormond Beach (386) 673-1040

Camel Roadhouse
On Main St. and Beach St. See the Camel Custom Bikes, enter to win one of these wild rides. Vendors, music and more!

Carl's Speed Shop
Showroom and performance shop Computerized Dynamometer – first come first serve – 9 a.m.-6 p.m. – 390 N. Beach St. (386) 258-3000

Chases On The Beach
Live entertainment daily – 3401 S. A1A, New Smyrna Beach – (386) 423-8787

Cheyenne Saloon
Great menu – Live bands – Music all day – East Palatka – (386) 328-9216

Daytona Harley-Davidson
Dozens of vendors
on Beach Street Daily 8 a.m.-8 p.m. (386) 253-BIKE (2453)

Easyriders Pavilion
Aftermarket vendors, food court, Daily at Riverfront Park (across from Daytona Harley-Davidson)

Daytona International Speedway
Int'l. Speedway Blvd. Daytona Bch – Daytona 200 Week –
Ticket Information (386) 253-7223

Dirty Harry's Outback
Daily Bands & Contests – 705 Main Street, Daytona Beach

Dyno Drag Truck
Virtual Drag Racing Action – Daily, across from Daytona H-D

11th Annual Gold Wing Getaway
Daily vendors – Free admission - New Smyrna Beach Airport, U.S. Hwy.1 – 9 a.m.-6 p.m. – (386) 677-1786

Froggy's Saloon
Live entertainment day and night – Food, on-site air brushing, souvenirs and more – 7 a.m.-3 p.m. 800 Main Street, Daytona Beach (386) 254-8808

Full Moon Saloon
Daily bands and contests
700 Main Street, Daytona Beach (386) 257-8661

Gilly's Pub 44
21st Anniversary Blow-Out Party – Live entertainment daily – Featuring national recording artists – Food and drinks – Contests and prizes – 10 a.m.-2 a.m. daily – See: APB/All Points Bulletin featuring Lynyrd Skynyrd's Artimus Pyle, Black Oak Arkansas with Jim Dandy, Burnt River featuring Stan Nichols, Badfinger and more!! 1889 SR 44, New Smyrna Beach – (386) 428-6523 – www.pub44.com

Harley-Davidson Expo
Indoor show – 10 a.m.-5 p.m. – Ocean Center Arena, (386) 254-4500

Highlander Outpost & Goods
Three full bars – Live entertainment daily – Free bike wash, BBQ, secure parking – 1821 S. Ridgewood Ave., South Daytona – (386) 322-8829, South Daytona. Check out the Highlander Custom Bike Show on their site. Info: (386) 322-8829

Iron Horse Saloon
Food, vendors, Wall of Death, burn-out pit – Live entertainment nightly featuring David Allen Coe, JB Walker, Bare Facts, Porch Dogs and more – Free draft hour daily 4 p.m.-5 p.m. – open 8:30 a.m.-3 a.m. – 1068 N. U.S. 1, Ormond Beach – (386) 677-1550

Jackson Hole Saloon
"Home of Backyard Blues" – Crazy Bike, rock climbing, bike repair, live entertainment – Southern rock and blues – Check daily event section – 1081 N. U.S. 1, Ormond Beach – (386) 673-6996 or www.jacksonholesaloon.com.

JB's Fish Camp
Rustic dining on the river, Key West style sunsets, airboat rides, eco tours, full bar – Live rock or blues nightly – A1A South, Beachside, New Smyrna Beach – (386) 427-5747

The Last Resort Bar
Live music, vendors, food and fun 5812 S. Ridgewood, Port Orange – (386) 761-5147

The "Lot Next Door" at the Cabbage Patch
Plenty of entertainment for all – Fun, games, food and beverages. http://www.daytonachamber.com/lotnext.htm

Sly Fox Inn
Live blues band, beer garden, vendors, steaks, seafood – 2842 S. Ridgewood Ave., South Daytona – (386) 767-0078

Smiley's Tap
Jerry's World Famous All You Can Eat BBQ daily – Music, vendors, nightly bon fires, outside beer garden - 11 a.m.-2 a.m. – North U.S. 1, Ormond Beach (386) 677-9609

Spider's Swapatona
Swap meet daily 10 a.m.-6 p.m. – Daytona Flea Market – (888) 438-2729

Will's Honkytonk
Live music nightly, daily contests and games – Beer, wine, pool – 5005 S. Ridgewood Ave, Port Orange – (386) 760-8564

The Wreck
Riverfront views – Vendors – Live entertainment 5 p.m.-2 a.m. – Food and drinks – Motorcycle parking – 510 Main Street – (386) 349-5260

March 6-9

7th Annual *VQ* Bikers Ball
Sponsored by *Easyriders* magazine, benefits the Boys & Girls Clubs. Experience the world's finest motorcycles, 4-star dinners, afternoon rides, the prestigious ViQe Awards ceremonies, and charity action, featuring the auctioning off of two award winning custom bikes: by Paul Yaffe and Downtown Harley-Davidson in Seattle. Tickets for core riders are $600 per person for all 4 days and include VIP credentials to Kick-off party, *VQ* Bikers Ball, cocktail party, bike lap around Daytona Speedway track, three escorted rides, farewell brunch. Bikers Ball only is $225 per person. For invitation and registration call (954) 537-1010.

Calendar of Events
March 1 through March 11

Friday, March 1
New Smyrna Speedway
Paradise Girls Welcome Party
(386) 763-1302

AMI Campus – Open house and tours, 9 a.m.-5 p.m. – 3042 W. International Speedway Blvd., Daytona Beach (I-95 and U.S. 92). (386) 255-0295

Boot Hill Saloon
Acclimation Party – acclimate 'til you drop with live music. Outside, TBA; inside, Big Engine, 2-6 p.m. and 9 p.m. – 1 a.m. The Ice Man does ice carvings at 6 p.m.
(386) 258-9506

Gilly's Pub 44
"Blow-Out Party" – Live bands, vendors, food, contests, prize giveaways – All day and night
1889 SR 44, New Smyrna Beach
(386) 428-6523

Saturday, March 2
AMI Campus – Open house and tours, 9 a.m.-5 p.m. – 3042 W. International Speedway Blvd., Daytona Beach (I-95 & US 92). (386) 255-0295

New Smyrna Speedway
General admission includes concert; 7 p.m. at the Speedway – Fitness training by the Paradise Girls. (386) 763-1302

Boot Hill Saloon
The party begins
310 Main St. (386) 258-9506

Gilly's Pub 44
"Blow-Out Party" – Live bands, vendors, food, contests, prize giveaways – All day and night
1889 SR 44, New Smyrna Beach
(386) 428-6523

Jackson Hole Saloon
1081 N. U.S. 1, Ormond Beach – 10:00 a.m.-2:00 a.m.
Bands, bands, band, steak dinners, turkey legs, chicken wings, full bar, rock climbing, Crazy Bike, bonfire, free parking, and much more.
(386) 673-6996

Sunday, March 3
AMI Campus –
Open house and tours,
9 a.m.-5 p.m.
3042 W. International Speedway Blvd., Daytona Beach (I-95 and U.S. 92). (386) 255-0295

New Smyrna Speedway
Bike games by The Back Door Man, fitness training by the Paradise Girls, Drill Team demo, Battle of the bands, SPW Wrestling
(386) 763-1302
Boot Hill Saloon
Longest beard contest
310 Main St. (386) 258-9506

Daytona Int'l. Speedway
CCS/NASB/FUSA Motorcycle Races Championship Cup Series, H-D Twin Sports, Buell Lightning Series, International Lightweight Grand Prix, EBC Brakes Sport Bike, Formula USA
(386) 252-BIKE

Gilly's Pub 44
Bike Week Kick-Off Party –
Live bands all week
1889 SR 44, New Smyrna Beach
(386) 428-6523

Jackson Hole Saloon
1081 N. U.S. 1, Ormond Beach –12 hours of music – The Night Hawks – lots of barbecue, beer, and babes.
(386) 673-6996

Smiley's Tap
25th Annual Pig Roast
1161 N. U.S. 1, Ormond Beach
(386) 677-9609

Monday, March 4
AMI Campus – 13th Annual Brute Horsepower Shoot-Out –
9 a.m.-4 p.m.. Win cash and prizes! Also open competition.
3042 W. International Speedway Blvd., (I-95 and U.S. Hwy. 92) Daytona Beach. (386) 255-0295

Gilly's Pub 44
Hot Legs contest 11 p.m. – Live bands all day and night. 1189 SR 44, New Smyrna Beach (386) 428-6523
Boot Hill Saloon
Biggest Belly contest
310 Main St. (386) 258-9506

Daytona Int'l. Speedway
AHRMA vintage road races and Battle of the Legends, Round One
(386) 252-BIKE

New Smyrna Speedway
Battle of The Bands – Bike games to be announced by Back Door Man
(386) 763-1302

Jackson Hole Saloon
1081 N. U.S. 1, Ormond Beach –The Night Hawks – Lots of music, food, drinks, and fun. – Col. Tom's Crazy Bike.
(386) 673-6996

Tuesday, March 5
AMI Campus
The13th Annual Brute Horsepower Shoot-Out – 9 a.m.- 4 p.m..
Win cash and prizes. Also, open competition. 3042 W. International Speedway Blvd. (I-95 and U.S. Hwy. 92), Daytona Beach. (386) 255-0295

AMI Campus
Open house and tours, 9 a.m.-5 p.m. – 3042 W. International Speedway Blvd., Daytona Beach (I-95 and U.S. 92).
(386) 255-0295

New Smyrna Speedway
Bike Show – Special Interest
International Battle of the bands – Registration and bike viewing
(386) 763-1302

Boot Hill Saloon
Brews & Blues Day
310 Main St.
(386) 258-9506

Daytona Int'l. Speedway
AHRMA vintage road races and Battle of the Legends, Round Two
(386) 252-BIKE

Gilly's Pub 44
Ladies Tattoo contest, 11 p.m. – Cash and prizes live bands all day
1889 SR 44, New Smyrna Beach
(386) 428-6523

Jackson Hole Saloon
1081 N. U.S. 1, Ormond Beach – 12 hours of music – The Night Hawks – Crazy Bike. (386) 673-6996

Wednesday, March 6
AMI Campus
13th Annual Brute Horsepower Shoot-Out, 9 a.m.-4 p.m. – Win cash and prizes. Also, open competition. 3042 W. International Speedway Blvd. (I-95 and U.S. Hwy. 92), Daytona Beach. (386) 255-0295

Open house and tours, 9 a.m.-5 p.m. – 3042 W. International Speedway Blvd., Daytona Beach (I-95 and U.S. 92). (386) 255-0295

Boot Hill Saloon
Miss Boot Hill Contest,
10 p.m. More than $1,000 in cash and prizes. The Ice Man does ice carvings with a chain saw.
310 Main St. (386) 258-9506

Daytona Int'l. Speedway
AMA Pro Road Races
(386) 252-BIKE

Gilly's Pub 44
Men's Tattoo Contest, 11 p.m. – Cash and prizes – Live music all day
1889 SR 44, New Smyrna Beach
(386) 428-6523

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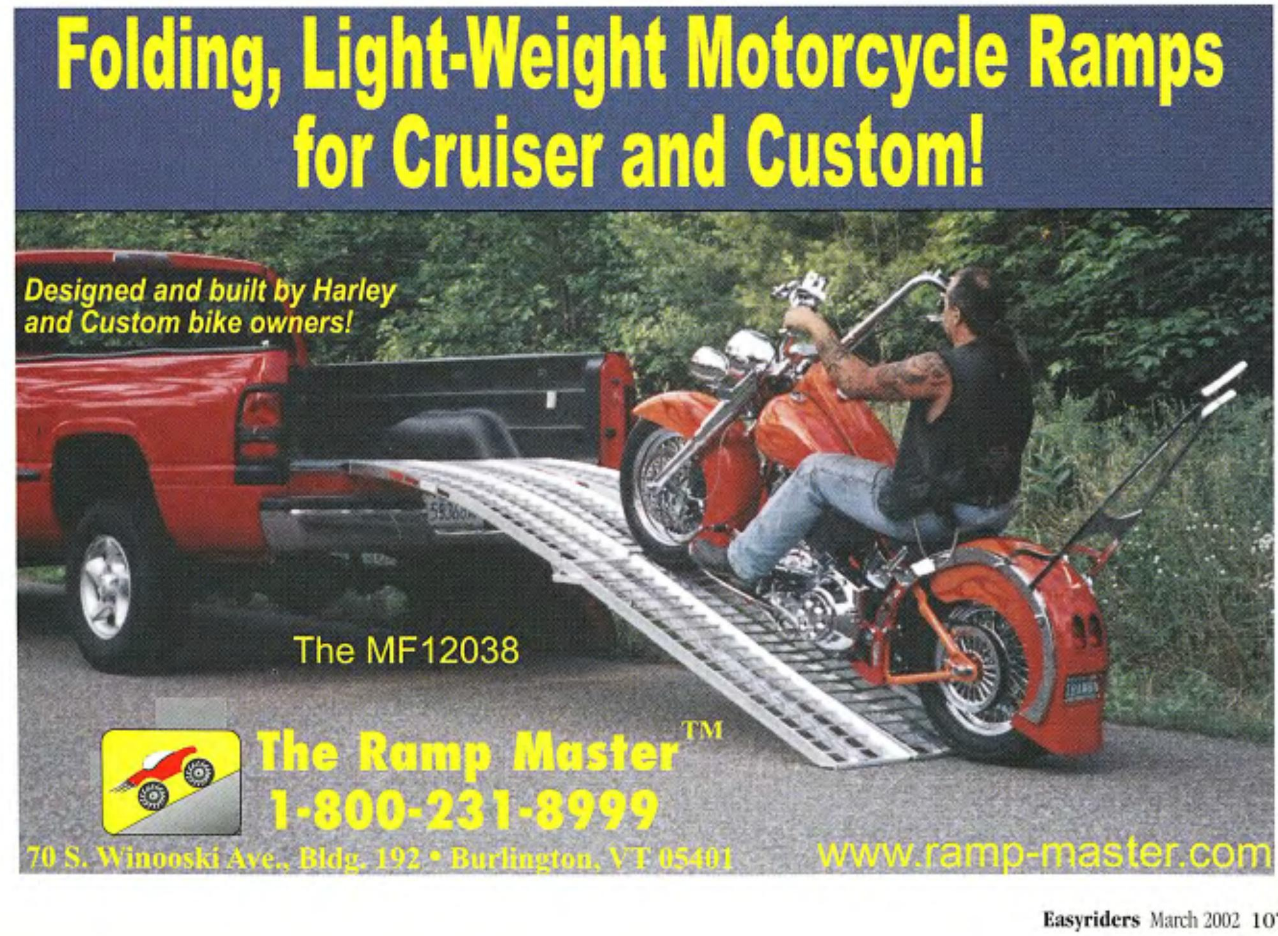

Jackson Hole Saloon
1081 N. U.S. 1, Ormond Beach – Indian Bike Night with the original Captain America bike – Lots of music, food and fun
(386) 673-6996

New Smyrna Speedway
General admission includes concert – 7 p.m. at the Speedway – Opening act: The Bush Hounds – Battle of the bands – Bike show – American Made. (386) 258-9506

Spider's Show of World's Most Unusual Motorcycles
Daytona Flea Market
(800) 262-6946

Thursday, March 7
AMI Campus
The 13th Annual Brute Horsepower Shoot-Out, 9 a.m.-4 p.m. Win cash and prizes! Also, open competition. 3042 W. International Speedway Blvd. (I-95 and U.S. Hwy. 92) Daytona Beach. (386) 255-0295

Open house and tours, 9 a.m.-5 p.m. - 3042 W. International Speedway Blvd. (I-95 & US 92) Daytona Beach. (386) 255-0295

Gilly's Pub 44
1889 SR 44, New Smyrna Beach – 22nd Annual Bike Bash, noon till midnight and rain or shine. Also, outdoor concert with five different bands, along with plenty of suds, mixed drinks, barbecue, vending booths and more. (386) 428-6523

Boot Hill Saloon
Women's tattoo contest
310 Main St. (386) 258-9506

New Smyrna Speedway
Exciting dare devil spectacular show – Bike show – International games – Guest band – The Bush Hounds. (386) 258-9506

Qualifying Day for the Daytona 200 AMA Superbike Classic, Daytona International Speedway. For more information call visit http://www.daytonausa.com
(386) 255-7723

Jackson Hole Saloon
1081 N. U.S. 1, Ormond Beach – Antique Harley night – Savoy Brown and Kim Simmons – Crazy Bike. (386) 673-6996

Jam-On Productions 22nd annual Daytona swap meet from 10 a.m. – Volusia County Fairgrounds – Arguably the world's largest swap meet – Side car. Trike Day and show – Stunt riding thrill show. (301) 336-2100

Mark Martin's Klassix Auto Attraction
2909 W. Int'l. Speedway Blvd., Daytona Beach – 9th Annual Indian & Classic American Iron Daytona Rally – open to all pre-1984 American-made motorcycles; all makes and models. Gates open at 10 a.m., trophies are awarded between 2 and 3 p.m. Admission: $10, includes bike show, field events, and admission to museum.
(386) 252-3800

Friday, March 8
The 9th Annual Boardwalk Association Ride-In Bike Show Registration 8 a.m.-10 a.m. – Cash prizes and trophies – Sponsored by Boardwalk Merchants – Enter the Boardwalk from the corner of Main St. and Ocean Ave. (386) 253-0254

AMI Campus
The 13th Annual Brute Horsepower Shoot-Out Finals
Win $50,000-plus in cash and prizes, 9 a.m.- 4 p.m. – 3042 W. International Speedway Blvd. (I-95 and U.S. Hwy. 92), Daytona Beach. (386) 255-0295

Open house and tours, 9 a.m.-5 p.m. – 3042 W. International Speedway Blvd. (I-95 & US 92), Daytona Beach. (386) 255-0295

New Smyrna Speedway
Fashion show – South Beach Sun Talent Search registration – Bike show – Three Wheels by The Back Door Man – People's Choice Award, sponsored by "Our" Children First – 7 p.m. at the Speedway – General Admission includes Concert – Opening act: The Bush Hounds (386) 258-9506

Boot Hill Saloon
Men's tattoo contest
310 Main St. (386) 258-9506

Gilly's Pub 44
Ladies arm wrestling championship – Cash and prizes – live music all day – 1889 SR 44, New Smyrna Beach. (386) 428-6523

Daytona Int'l. Speedway
Super Sport Final – Battle of the Legends Round Three – 36th Annual International Lightweight 100K – 250 Grand Prix Race and 11th Annual Teamline 750 Super-Sport Race-(386) 252-BIKE

Daytona Beach Municipal Stadium
The 9th A.M.A National Hot-Shoe Dirt Track Race. (386) 252-BIKE

Jackson Hole Saloon
1081 N. U.S. 1, Ormond Beach – German Bike night sponsored by BMW – Savoy Brown and Kim Simmons – Col. Tom's Crazy Bike (386) 673-6996

Jam-On Productions 22nd Annual Daytona Swapmeet – 10 a.m.-6 p.m. - Volusia County Fairgrounds – Antique Bike Day and show – Nitro Dirt Drag Races.
(301) 336-2100

JB's Fish Camp & Seafood Restaurant
The 8th Annual Bike Clambake & Seafood Festival. Last year, they gobbled down more than 6,000 of those clammy suckers. On the River, AIA South, Beachside, New Smyrna
(386) 427-5747

Saturday, March 9
Adam's Mark Resort
Biker's Blast, a headliner concert (TBA) with local classic rock bands, starting at 3 p.m. – 100 N. Atlantic Ave., Daytona Beach.
(386) 254-8200

AMI Campus
Open house and tours – 9 a.m.-5 p.m. – 3042 W. International Speedway Blvd., Daytona Beach (I-95 and U.S. 92).
(386) 255-0295

Biker Jam
Splash Pool Bar at the Adam's Mark Hotel – Beginning at 3 p.m. until? – 100 N Atlantic Ave., Daytona Beach (386) 254-8200

Boot Hill Saloon
Brew Blaster Party Budweiser, Proud to be Your Bud!
310 Main St. (386) 258-9506

Daytona International Speedway
Daytona Supercross by Honda, a Supercross Series race.
(386) 252-BIKE

New Smyrna Speedway
South Beach Sun Talent Search – Battle of the Bands battle run off – Fitness show – Great American Ride Giveaway. (386) 258-9506.

Gilly's Pub 44
Miss Bike Week finals at midnight – Live bands all day – 1889 SR 44, New Smyrna Beach. (386) 428-6523

Jackson Hole Saloon
British Bike Night – win a Royal Enfield motorcycle. Also, Colonel Tom's Crazy Bike – 1081 N. U.S. 1, Ormond Beach. (386) 673-6996

Jam-On Productions 22nd Annual Daytona Swap Meet
Volusia County Fairgrounds – 10 a.m.-6 p.m. – European Day and show – Stunt riding thrill show. (301) 336-2100

Daytona Municipal Stadium
AMA Grand National Kickoff
(386) 252-BIKE

Daytona International Speedway
Daytona Supercross by Honda
(386) 252-BIKE

The 28th Annual Rat's Hole Custom Chopper Show
Door prizes and other gifts – Register bike at 608 Main St. – Over 16 classes of bikes – Adventure Landing Family Park (next to the Ocean Center)
(386) 257-1824, (813) 327-0666, fax (813) 327-0668

Sunday, March 10
Daytona International Speedway
Daytona 200 by ARAI, Superbike Classic, 600 CC SuperSport International Challenge and H-D Super Twins Race, 100K AMA Race (386) 252-BIKE

Blessing of the Bikes
St. Paul's Catholic Church, U.S. Hwy. 1, Daytona Beach – 7:30 a.m. – Ride to Bellair Plaza for parade start.
(386) 255-0981

Annual Harley-Davidson Parade
Leaves from Bellair Plaza on north Atlantic Avenue and rides out to Daytona International Speedway, 9:30 a.m.
(386) 255-0981

The 9th Annual Parade Breakfast
At 8 a.m. The Brickyard, 747 International Speedway Blvd.
(386) 253-2270

Easter Seals Harley Give-Away
Get your tickets at the Boot Hill Saloon or Daytona Harley-Davidson for $3 each or 10 for $10, 25 for $20, 80 for $50, 125 for $75, or even 175 tickets for 100 bucks. The drawing will be at 5 p.m. at the Boot Hill Saloon. First prize: 2002 FLSTC Heritage Softail Classic and $1,000 cash!
(386) 255-4568

Gilly's Pub 44
"Hasta Luego Party" – barbecue – motorcycle give-aways by Serenity House and the "Pops" Aguiar Scholarship fund at 6 p.m. Smyrna Beach. (386) 428-6523

Jackson Hole Saloon
1081 N. U.S. 1, Ormond Beach – 10 a.m.-6 p.m. (386) 673-6996

Cabbage Patch
Coleslaw wrestling, 12 Noon – Samsula. (386) 427-8969

Bars and Strip Clubs

Art's Place
5115 N. Hwy. 17, DeLeon Springs
Off the beaten path. Burgers, bands, bonfires, barbecue, horseshoes, miniature golf, poker runs, etc. –(386) 985-5151

Billy Bob's Country Night Club
2801 S. Ridgewood Ave. (U.S.1), South Daytona
(386) 756-0448

Boot Hill Saloon
310 Main Street, Daytona Beach
There is something happening in this place each and every day. Check daily events schedule for more info.
(386) 258-9506

Bottom's Up Club
2396 N. U.S. 1, New Smyrna Beach
Strippers; barbecue in the back
(386) 427-0364

Cheyenne Saloon
Hwy 17 S. East Palatka, 2 miles South of the Bridge
(386) 328-9216

First Turn
5236 U.S. 1, Port Orange
Free Beer Hour every day, plus live bands daily, LA Knockout Oil Wrestling, Miss Bare Chaps, and a whole bunch more of fun stuff.
(386) 760-378

Froggy's
800 Main St., D.B.
"The biggest party on Main Street" with lots of stuff going on night and day. (386) 253-0330

Full Moon Saloon
9 S. Wild Olive, D.B.
(386) 257-8661

Gilly's Pub 44
1889 State Road 44, New Smyrna Beach. There's something happenin' every day of the week *(see Events Calendar)* (386) 428-6523

Iron Horse Saloon
1068 N. U.S. 1, Ormond Beach
The 13th annual motorcycle Mardi Gras, free beer hour daily, live bands, events, California Hell Riders and their Wall of Death.
(386) 677-1550

Jackson Hole Saloon
1081 N. U.S. 1, Ormond Beach
Too much music happens here to mention it all, so check out the Calendar of Events section.
(386) 673-6996

Last Resort
5812 Ridgewood Ave. (U.S. 1), South Daytona
Daily live bands, vendors, and entertainment. (386) 761-5147

Main St. Cafe/Al's Alley Pub
821 Main St., Daytona Beach
A busy place, lotsa music
(386) 257-2323

Molly Brown's
542 Seabreeze Blvd., Daytona Beach
Strippers, strippers, strippers...
(386) 255-5966

Pandora's Box
319 2nd Ave., Daytona Beach
Strippers and more. (386) 252-9163

Ringside
116 E. Dunlawton Ave., South Daytona
Boxing ring, Miss Daytona Bike Week contest, cheap beer, BBQ and much more. (386) 756-0230

Shark Lounge
730 Int'l. Speedway Dr., Daytona Beach. Strippers galore.
(386) 258-1230

Shingle Shack
640 N. Ridgewood, South Daytona Beach. Strippers etc. (386) 252-3584

Smiley's Tap
1161 N. U.S.1, Ormond Beach
Just like last year: lotsa stuff happening. (386) 677-9609

Sopotnick's Cabbage Patch
549 Tomoko Farm Rd., New Smyrna Beach
Daily bands, 2-wheel camping, and much more
(386) 427-2659

Squeeze Inn Pub
5005 S. Ridgewood Ave. (U.S. 1), South Daytona
Drink specials, bands and contests
(386) 760-2564

Willy's Motorcycle World
566 Ballough Rd.,
Collector-bikes on display
(386) 253-2100

Swap Meets
Spider's Swapatona Gigantic Motorcycle Swap Meet
Six acres of motorcycle arts and accessories – Daytona Flea Market. I-95 and U.S. 92, Daytona Beach, 1 mile west of Daytona International Speedway.
Daily, 10 a.m.-6 p.m.
(800) 262-6946

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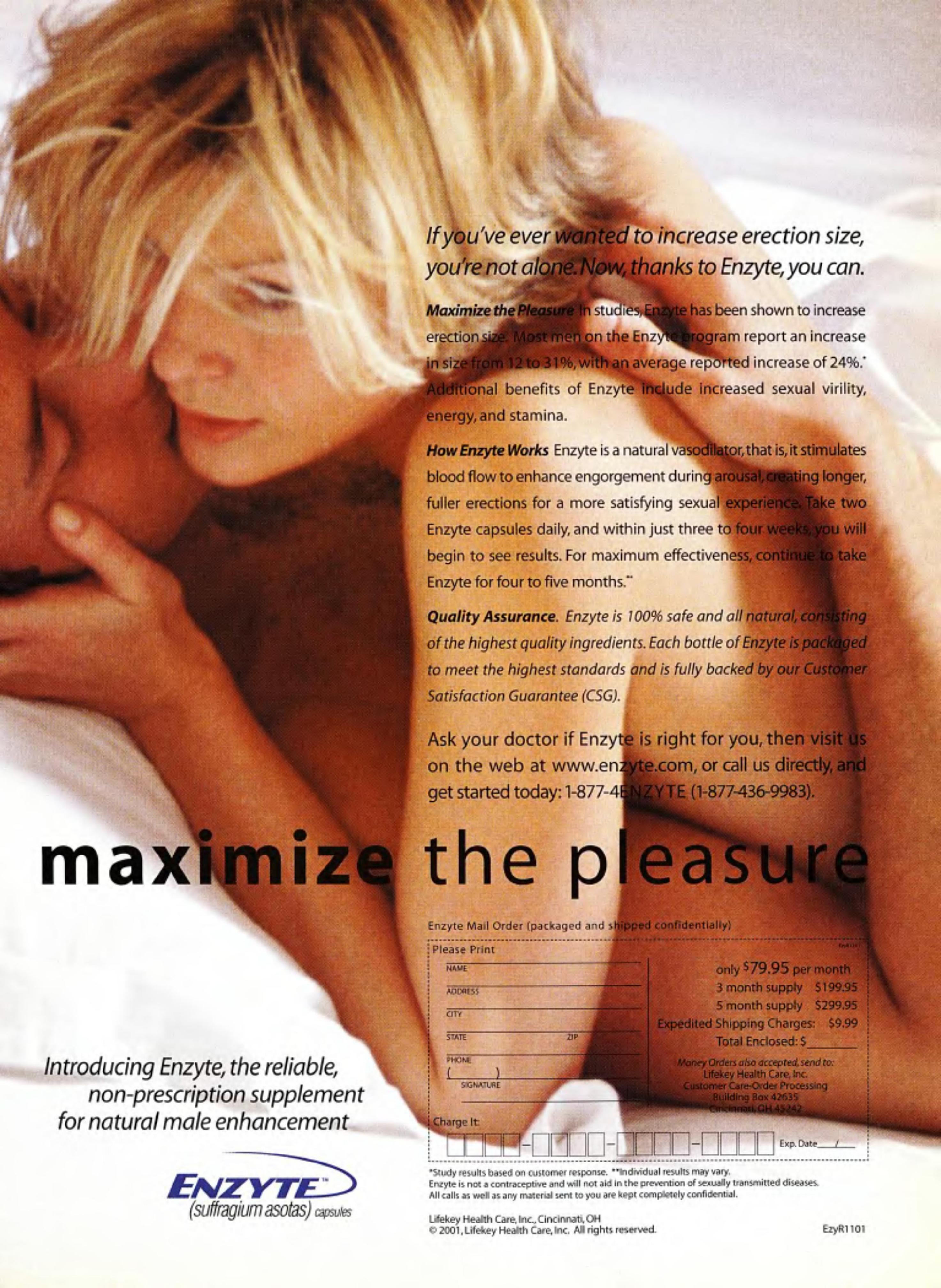

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How Enzyte Works Enzyte is a natural vasodilator, that is, it stimulates blood flow to enhance engorgement during arousal, creating longer, fuller erections for a more satisfying sexual experience. Take two Enzyte capsules daily, and within just three to four weeks, you will begin to see results. For maximum effectiveness, continue to take Enzyte for four to five months.**
Quality Assurance. Enzyte is 100% safe and all natural, consisting of the highest quality ingredients. Each bottle of Enzyte is packaged to meet the highest standards and is fully backed by our Customer Satisfaction Guarantee (CSG).
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All calls as well as any material sent to you are kept completely confidential.
Lifekey Health Care, Inc., Cincinnati, OH
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EzyR1101

Daytona Beach Swap Meet
Volusia County Fairgrounds, DeLand
From 10 a.m.-6 p.m., Thurs.-Sun., March 9-12.
(301) 336-2100

Shops & Parts

All American Bike & Cafe
695 Mason Ave,
Daytona Beach
(386) 257-2228

Bas Cycles
4251 Spruce Creek Rd,
Port Orange
(386) 767-1993

Choppers World
618 Main St., Daytona Beach
(386) 252-1922

Claudes Mobile Cycle & Salvage Service
1111 Derbyshire Rd, Daytona Beach
(386) 255-0566

Claudette & Dusty's Cycles
614 Main St., Daytona Beach
(386) 254-8431

Corbin
814 Main St., Daytona Beach
(386) 258-8191

Cycle Accessories of Daytona & Polaris
712 N Beach St., Daytona Beach
(386) 255-4255

Cycle Goodies
300 Ridgewood Ave, Holly Hill
(386) 258-5691

Daytona Blackgold Cycles Inc.
541 Ballough Rd, Daytona Beach
(386) 258-8020

Daytona Harley-Davidson
290 N Beach St., Daytona Beach
(386) 253-2453

Daytona Import-Export
1633 State Ave, Holly Hill
(386) 673-1921

Daytona Indian Motorcycle
402 N. beach Street,
Daytona Beach
(386) 255-6559

Magnum Cycles
612 N Ridgewood Ave,
Daytona Beach
(386) 253-1398

Miller's Custom Parts
1863 S. Ridgewood Ave,
Daytona Beach
(386) 761-0858

Personal Cycle Service
594 Ballough Rd., Daytona Beach
(800) 435-7039

Prinkey's Used Motorcycles
5840 S. Ridgewood Ave,
Port Orange
(386) 322-5533

Robison's Sales & Service
508 W. International Speedway B,
Daytona Beach
(386) 255-6788

Peen's Precision Motors
420 N. Beach St., Daytona Beach
(386) 252-9569

Russell's Cycle Care
Where: 2514 N. Dixie Freeway (U.S.1), New Smyrna Beach
(386) 427-6001

Slick Cycle Tony's Hacienda
207 Dunlawton Ave. (U.S. 1 and Rt. 421) Port Orange
(386) 760-4456

Services

Bike Week Welcome Center,
503 Main Street, Daytona Beach
Sponsored by the Daytona Beach Chamber of Commerce
Open daily from 10. a.m.-10 p.m.
Check out their Web site:
http://www.officialbikeweek.com
(386) 255-0981

Bikers Against Manslaughter,
Ellis Groceries, 601 Main St., Daytona Beach. Open daily; 24-hour free emergency breakdown and legal assistance; free membership cards
(800) 4-BIKERS

Towing/Bros Club Service
If ya wanna do it the right way, which is to say, the right way in face of the unexpected happening to ya, then it might be a good idea to get some insurance the Bros Club way: investing at minimal financial cost with maximum return potential. What I'm trying to say, is: do what thousand of others have done before you, and join the Bros Club, and you won't have to worry about a little thing like a breakdown turning into a major headache for you.

By joining the Bros Club, you are ensuring yourself the best help a rider on the road can have, 24 hours a day, seven days a week. All ya gotta do is call (800) 325-9028, and you'll have
access to more than 12,000 affiliates able to pick you up and dust you off (or dry you off) are at your beck and call throughout the 48 contiguous states, Alaska and parts of Canada.

If you haven't joined yet but are thinking about it, just call (800) 547-2767, and our friendly operators will surely sweet-talk ya into it. Who knows, ya might just thank them one day.

Bike Transportation

Amtrak
The only route Amtrak will provide this service for you is on their Auto Train, which runs from Lorton, Virginia, to Sanford (just outside of Orlando), Florida, and return, once a day. For more info call
(800) USA-RAIL.

Federal Company
As an agent for Allied Vans, they'll ship your bike pretty much anywhere within the continental U.S. They'll pick up individual bikes or groups, and the more bikes, the more of discount rate you'll get. Just make sure you call 'em about three weeks before you want the bike in Daytona, or a month, if you live in the boonies. They'll even take your bike in Daytona for the return trip and drop you off at the airport. For more info call
(800) 747-4100, ext. 217.

Goldrush Motorsports
They'll ship your bikes from anywhere, USA, to Daytona, provided it's more than one. So if you and your buddies don't have the time to ride, just call Ken, and he'll handle it for you. (704) 799-2890; fax: (704) 799-2892.

Bike Rentals

Rebel Motorcycle
Based in San Diego, they specialize in Harley-Davidson rentals, even for Bike Week. They'll even deliver it to Daytona for you. Call 'em at
(888) SD-REBEL.

Budget Harley Davidson Rentals
3901 Northwest 28th Street,
Miami, FL (305) 871-1040

Exclusive Motorcycle Escort Services Inc.
4615 Northwest 22nd Avenue,
Miami, FL 33142
(305) 637-7555

Phantom Motorcycles
Miami, FL 33107
(305) 638-0606

SOBE Scooter Rental Inc.
300 23rd Street, Miami, FL 33139
(305) 604-9826

Campgrounds

ABATE of Florida Inc. Campground
Hot showers, beverages, food, vendors, 24 security, no hook-ups.
Volusia County Fairgrounds
(386) 943-9610

Bulow World Famous RV Resort/Campground
Food and beverage – Contests – Live bands – Flagler Beach, PO Box 1328. Phone: (800) RV BULOW

"Cackleberry's Lot Next Door" Cabbage Patch – Plenty of entertainment, food, games, and beverages – RV and tent camping available – vendor space available – West on International Speedway Blvd., south on Tomoka Farms Rd. (415) eight miles.-(386) 428-5459

Crazy Horse Campground
Daytona's largest campground catering to bikers – 90 acres of clean level camping – Hot showers. Mailing address: 910 South Beach Street, Daytona Beach, Fl 32114 – Street address: 1425 Tomoka Farms Rd., Daytona Beach, FL 32124
(888) GET-CRAZY

Daytona Beach Campground
4601 S. Clyde Morris Blvd., Daytona Beach, FL 321199-1220
(386) 761-2663

Moonshine Campground
Primitive camping, no hook ups, clean restrooms and showers, food, cold beer, tees - $11 per person per day – 24 hour security – 1725 N. U.S. Hwy. 1, Ormond Beach
(386) 677-1550

Motorcycles Only Camping
Daytona 200 M/C Clubhouse, 1 mile west of I-4 on Hwy. 92, Daytona Beach. Clean rest rooms, showers, food available – Camping by donation. (386) 672-3927 – Contact Frank Whitacker

Nova Family Campground
Home style atmosphere, secure park – 1190 Herbert St.,
Port Orange
(386) 767-0095,
fax (386) 757-1666 – Contact Lisa

Orange Isle Campground
3520 South Nova Rd., Port Orange FL 32127
(386) 767-9170

Sunshine Holiday Camper Resort
1701 North U.S. 1, Ormond Beach, FL 32174 (904) 672-3045 – Contact Linda Ward

The Lot Next Door
Corner of SR415 and Pioneer Trail; next door to the Cabbage Patch Samsula – http://www.daytonachamber.com/lotnext.htm
(386) 428-5459
Contact Frank Luznar III

No-tell-Hotels & Motels

Acapulco Inn
2505 S Atlantic Ave., Daytona Beach, FL 32118-5502
(386) 761-2210

Adam's Mark
Daytona Beach Resort
100 N Atlantic Ave., Daytona Beach, FL 32118-4273
(386) 254-8200

Aladdin Inn
2323 S Atlantic Ave., Daytona Beach Shores, FL 32118-5345
(386) 255-0476

Bahama House
2001 S Atlantic Ave., Daytona Beach Shores, FL 32118-5007
(386) 248-2001

Beachcomber Oceanfront Inn
2000 N Atlantic Ave., Daytona Beach, FL 32118-3399
(386) 252-8513

Beacon by the Sea
1803 S Atlantic Ave., Daytona Beach, FL 32118-5003
(386) 255-3619

Best Western Aku Tiki Inn
2225 S Atlantic Ave., Daytona Beach Shores, FL 32118-5319
(386) 252-9631

Best Western LaPlaya Resort
2500 N Atlantic Ave., Daytona Beach, FL 32118-3298
(386) 672-0990;
www.surfsideresorts.com

Best Western Mayan Inn Beachfront
103 S Ocean Ave.,
Daytona Beach, FL 32118-4321
(386) 252-0584

Capri Motel
832 N Atlantic Ave., Daytona Beach, FL 32118-3716
(386) 252-2555

Captain's Quarters Inn
3711 S Atlantic Ave., Daytona Beach, FL 32127-5201 (386) 767-3119

Casa Del Mar Beach Resort
621 S Atlantic Ave., Ormond Beach, FL 32176-7715 (386) 672-4550

Castaway Beach Resort
2043 S. Atlantic Ave., Daytona Beach Shores, Fl 32118
(386) 254-8480

Coquina Inn
544 S. Palmetto Ave., Daytona Beach, FL 32114-4924
(386) 254-4969

Coral Beach Motel
711 S Atlantic Ave., Ormond Beach, FL 32176-7815
(386) 677-4712

Days Inn Oceanfront Central
1909 S Atlantic Ave., Daytona Beach, FL 32118-5005
(386) 255-4492

Days In Speedway
2900 W. International Speedway Blvd., Daytona Beach, FL 32124
(386) 2550541

Days Inn Tropical Seas Oceanfront Hotel
3357 S. Atlantic Ave., Daytona Beach Shores, FL 32118-6308
(386) 767-8737

Daytona Beach Hilton Resort
2637 S Atlantic Ave., Daytona Beach, FL 32118-5643
(386) 767-7350

Daytona Inns – Broadway
219 S Atlantic Ave., Daytona Beach, FL 32118-4303
(386) 252-3626

Daytona Welcome Center
616 S Atlantic Ave., Ormond Beach, FL 32176-7716
(386) 767-5620

Del Aire Motel
744 N Atlantic Ave., Daytona Beach, FL 32118-3805
(386) 252-2563

Desert Inn Resort Motel
900 N. Atlantic Ave., Daytona Beach, FL32118 (386) 258-6555

Dream Inn
3217 S. Atlantic Ave., Daytona Beach, FL 32118
(800) 767-9738 or (386) 767-2821;
www.dreaminn.com

El Caribe Motel
2125 S Atlantic Ave., Daytona Beach, FL 32118-5009
(386) 252-1558

Esquire Motel
422 N Atlantic Ave., Daytona Beach, FL 32118-3925
(386) 255-3601

Fountain Beach Resort
313 S Atlantic Ave., Daytona Beach, FL 32118-4503
(386) 255-7491

Grand Seas Resort
2424 N. Atlantic Ave., Daytona Beach, FL 32118 (386) 677-7880

Hawaiian Inn
2301 S. Atlantic Ave., Daytona Beach, FL 32118-5349
(386) 255-5411

Holiday Inn DeLand
350 E International Speedway Blvd., DeLand, FL 32724-2426
(386) 738-5200

Holiday Inn Kennedy Space Cntr.
4951 S Washington Ave., Titusville, FL 32780-7319
(407) 269-2121

Holiday Inn Oceanfront
2560 N Atlantic Ave., Daytona Beach, FL 32118-3204
(386) 672-1440

Holiday Inn SunSpree Resort
600 N Atlantic Ave., Daytona Beach, FL 32118-3869
(386) 255-4471

Indian River Inn & Conference Ctr.
1210 S Riverside Dr., New Smyrna Beach, FL 32168-7768
(386) 428-2491

Indigo lakes Holiday Inn
2620 W. International Speedway Blvd., Daytona Beach, FL 32114-1120
(386) 258-6333

Inn on the Beach
1615 S. Atlantic Ave., Daytona Beach, FL 32118-4903
(386) 255-0921

La Quinta Inn
2725 International Speedway Bvd., Daytona Beach, FL32114
(386) 255-7412

Magic Carpet Motel
2601 S Atlantic Ave., Daytona Beach, FL 32118-5605-(386) 767-7312

Majesty's Court - Fiesta Motel
999 N Atlantic Ave. Daytona Beach FL 32118-3717
(386) 252-1404

Oceanfront Motel
3301 S. Atlantic Ave., Daytona Beach, FL 32118-6308-(386) 767-1711

Ocean Jewels Club
935 S Atlantic Ave., Daytona Beach, FL 32118-4762
(386) 252-2581

Ocean Sands Hotel
1024 N Atlantic Ave., Daytona Beach, FL 32118-3627-(386) 255-1131

Ocean Villa Motel
828 N Atlantic Ave., Daytona Beach, FL 32118-3716-(386) 252-4644

Oceans Eleven Resorts Inc.
2025 S Atlantic Ave., Daytona Beach Shores, FL 32118-5007
(386) 257-1950

Palm Circle Villas
2327 S Atlantic Ave., Daytona Beach, FL 32118-5345-(386) 255-4004

Palm Plaza Oceanfront Motel
3301 S Atlantic Ave., Daytona Beach Shores, FL 32118-6308 (386) 767-1711; www.palmplaza.com

Perry's Ocean Edge
2209 S. Atlantic Ave., Daytona Beach, FL 32118-5319-(386) 255-0581

Pier Side Inn
3703 S. Atlantic Ave., Daytona Beach, FL 32127-5201-(386) 767-4650

Ponce De Leon Motel
3425 S Atlantic Ave., Daytona Beach, FL 32118-6310-(386) 767-1511

Quality Inn and Suites
251 S. Atlantic Ave., Daytona Beach, FL 3217
(386) 672-8510

Quality Inn on the Beach
1615 S Atlantic Ave., Daytona Beach, FL 32118-4903-(386) 255-0921

Ramada Inn Resort Oceanfront
2700 N Atlantic Ave., Daytona Beach, FL 32118-3000-(386) 672-3770

Ramada Inn Speedway
1798 International Speedway Blvd., Daytona Beach FL 32120-1257
(386) 255-2422

Ramada Inn Surfside
3125 S Atlantic Ave., Daytona Beach Shores, FL 32118-6223 (386) 788-1000

Ramada Limited
1000 N Atlantic Ave., Daytona Beach, FL 32118-3627-(386) 239-9795

Rodeway Inn Oceanfront
1299 S Atlantic Ave., Daytona Beach, FL 32118-4801-(386) 255-4545

Sands Motel
2523 S. Atlantic Ave., Daytona Beach, FL 32118
(386) 767-2551

Scottish Inn Desert Isle
133 S. Ocean Ave., Daytona Beach, FL 32118
(386) 253-0666

Sea Breeze Motel
1108 N Atlantic Ave., Daytona Beach, FL 32118-3629-(386) 252-4363

Seagarden Inn
3161 S Atlantic Ave., Daytona Beach, FL 32118-6223-(386) 761-2335

Seashore Motel
320 N Atlantic Ave., Daytona Beach, FL 32118-3902-(386) 253-9708

Shoreline Motel
2435 S Atlantic Ave., Daytona Beach Shores, FL 32118-5401
(386) 252-1692

Sunglow Resort
3647 S. Atlantic Ave., Daytona Beach Shores, FL 32127
(386) 756-9778

Sun Viking Lodge
2411 S Atlantic Ave., Daytona Beach Shores, FL 32118-5401
(386) 252-6252

Super 8 - Speedway
2992 W International Speedway Blvd., Daytona Beach, FL 32124-1009
(386) 253-0643

Super 8-Speedway / Shivan Inc.
1608 N. U.S. 1, Ormond Beach, FL 32174
(386) 672-6222

Treasure Island Inn
2025 S Atlantic Ave., Daytona Beach Shores, FL 32118-5007 (386) 255-8371

Tropical Manor Motel
2237 S Atlantic Ave., Daytona Beach Shores, FL 32118-5319
(386) 252-4920

Tropical Winds Oceanfront Hotel
1398 N. Atlantic Ave., Daytona Beach, FL 32118-3600-(386) 258-1016

Villager Lodge
700 N. Atlantic Ave., Daytona Beach, FL 32118-3805-(386) 255-3411

Vistana Resort at World Golf Village
100 Front 9 Drive, Saint Augustine, FL 320932
(800) 477-3340

Whitehall Hotel/ Conference Center
640 N. Atlantic Ave., Daytona Beach, FL 32118-3803-(386) 258-5435

RIDE TO HELL

U.S.M.C. TOYS FOR TOTS RUN

Sunday, September 16, 2001, dawned crisp and clear, a perfect fall morning. At 7 a.m. bikes had already started to assemble at the Dearborn City Police Department in Michigan. The seventh annual "Ride to Hell" was underway.

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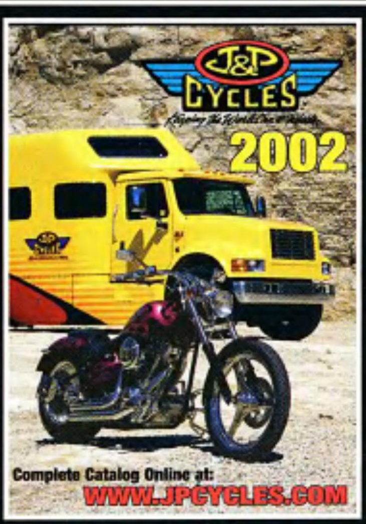

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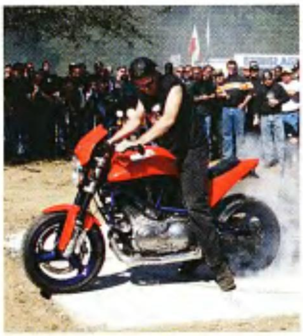
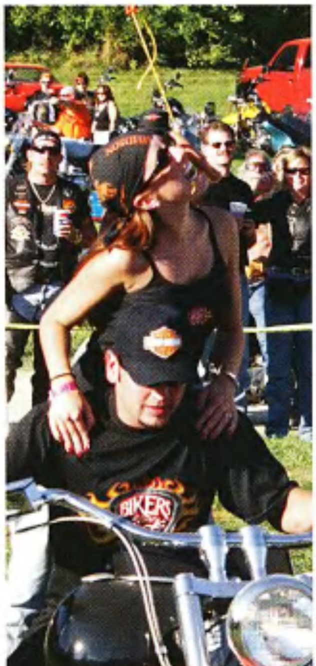
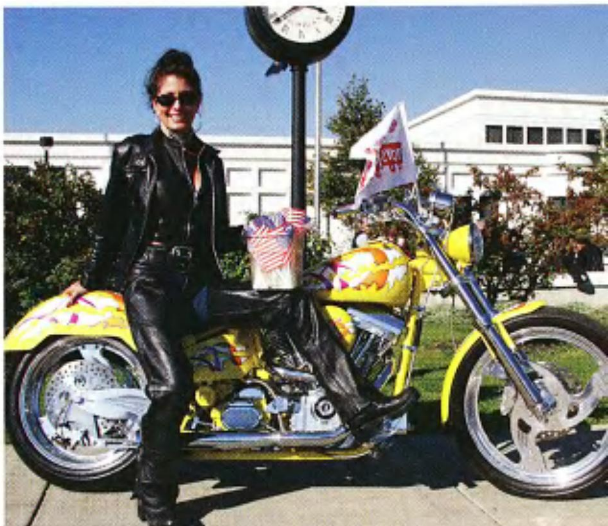


HELMETS

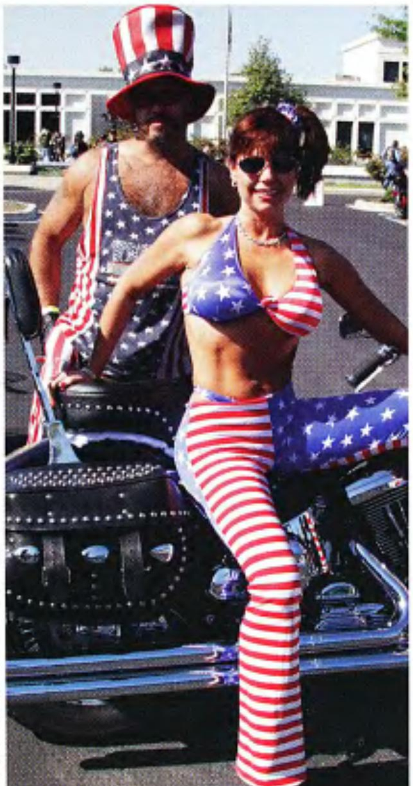




The event started on Friday evening with a charity auction at B.T.'s with Fast Freddy "G" keeping things somewhat in check. Saturday was spent on various fund raising events and signing up the last of the 50 VIPs that would—behind the escort of the Dearborn Police—lead the parade of some 3,500 motorcycles from Dearborn to Hell Creek Ranch, in Hell, Michigan, 60 miles away. All bikes regardless of manufacture were welcome, but it was the American-made, ground-shaking, Harley-Davidsons that drew all the attention as the police led them out onto Michigan Ave.

The kids were treated to a limo ride to the ranch, thanks to Limousine Express. Also, sponsors that gave time, money and door prizes for the event were B.T.'s, Charlie's too, Mo-Town & Motor City Harley-Davidson, K & W Cycle, Bell Tire, American Steel Motorcycles and TRD Leather, just to name a few. After arriving at the ranch it was time to party. Double Cross and The Rusty Lunch Box provided the tunes. Of all the vendors that were there, Miller Lite outsold them all.

The barrel push was okay, the weenie bite a bit more exciting, but the highlight had to be the burnout pit. With $200 plus a new rear tire at stake, many tried to conquer the pit. As the smoke filled the air the chants of, "Pop it! Pop it!" were heard throughout the ranch. Finally, after one particularly good burnout they got their wish, a tire let go. The screams coupled with the smoke and smell were awesome. The dunk tank, as always, drew some of the local talent, namely the Dearborn Police Department. The proceeds from the tank, flag sales and donations going to the victims of the World Trade Center disaster. As twilight set upon Hell Creek Ranch and the day came to a close, receipts were tallied, numbers counted, almost $61,000 was generated on this weekend.



Photos: Dean Vollman

The real winners were: U.S.M.C Toys for Tots, Goodfellows Burn Center and The World Trade Center rescue effort, for those in New York, Pennsylvania, and Virginia.

All gave some
For our country, flag and freedom
On nine-one-one
Some gave all.

Rock on Freddy...Rock on.

—Dean Vollman

Chill the Glasses
& Start Your Engines...
Each year at Daytona Bike Week Easyriders/V-Twin hosts the VQ Bikers Ball. People come in from all over the country to participate with the movers and shakers of the custom motorcycle world for four days of sun, fun, rides and surprises for a great cause benefiting the Boys & Girls Clubs. This black leather and black-tie event allows you to experience all the hottest spots of Bike Week along with awesome custom bikes, four-star dinners, afternoon rides, the prestigious ViQe Awards Ceremonies for Excellence in Custom Building and a mind-blowing charity auction featuring custom built motorcycles, rare motorcycle memorabilia, jewelry, lavish travel packages, amazing moto-art and more. We've invited the world's most elite master bike builders and you for a week you'll never forget.
Join us in Daytona Beach this March 6 - 9 for the VQ Bikers Ball. Your V.I.P. Pass is waiting. Contact Carrie Repp at 800-962-2420.
DAYTONA 2002
VQ
BIKERS BALL
FOR THE BENEFIT OF THE BOYS & GIRLS CLUBS
DAYTONA BIKE WEEK
March 6-9, 2002
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Bank of America
WORLD TOURER
Seminole Tribe of Florida
OF SEATTLE
HAWAIIAN TROPIC®
Boys & Girls Clubs of Broward County
Core Riders - $600 per person.
VIP Credential to all activities March 6 - 9 including the Kick-Off Party, VQ Bikers Ball, Cocktail Reception, bike lap around the world famous Daytona International Speedway track and Victory Lane Party, three escorted rides, lunches, dinners, farewell brunch, commemorative gifts and 24-hour bike security.
Bikers Ball only - $225 per person.
VIP Credential for the March 8 VQ Bikers Ball, which includes Celebrity Dinner, ViQe Awards and Charity Auction.
For more information, please contact:
VQ Bikers Ball, The Boys and Girls Clubs,
1401 Northeast 26th Street,
Fort Lauderdale, FL 33305,
(800) 962-2420 or (954) 537-1010/FAX (954) 537-1070.
E-Mail bgcbc@laker.net
Contact Carrie Repp.
YACHTS AND MOTOR COACHES WELCOME.
Award-winning "Strong Coffee" (as seen in Easyriders #335) by master builders Russ Tom and Brian Mitchell, of Downtown Harley-Davidson of Seattle, Washington. Russ and Brian won the coveted ViQe Award for Best Bike Builder 2001

Ms. Nude America

AMERICA'S BEST BEAUTIES AND BIKES

The May 2001 issue of *Easyriders* featured the article "America's Hottest Six Exotic Dancers," and started with the words "Good evening. Your next assignment is a perilous one." What an evening it was about to be.

Seeing that the first photo accompanying the article was of Exotica, I recalled photographing this spicy Latin wildcat the day she won the Miss Nude Galaxy trophy in July 2000. I also remembered the Ponderosa Sun Club's tennis court overflowing with bikes packed in handlebar-to-handlebar. The occasion was America's oldest and largest outdoor beauty pageants, Nudes a Poppin', held in July and August every summer. Of course, an event like this attracts a lot of bikers. Bikers and nude chicks. Only natural.

SECURITY

46

HARLEY DAVIDSON

46

Photos: Vernon Brejcha

A year has passed and I'm back with cameras and notepad in hand. Even more bikes were crammed into the tennis court this year and the music was cranked up to the max. This time, the bikes were attracting the nude chicks big time. Fortunately, one of the security men offered the use of some Harleys along with his own so a few contestants could pose with them. Lucky Harleys.

This encounter with these magnificent machines re-energized the girls who had been tiring from the hundreds of photos already snapped and soon perked them up again, and as we all know, we like our women perky here at *Easyriders*.

When contest time arrived the luscious lovelies hit the stage full of vim and vinegar. There were over 60 bare babes in the July pageant and over 70 in August. The action was nonstop as the girls went from stage to stage and circled the entire audience all day long. Whew! The rewards for the contestants were several prestigious titles and trophies. The audience is rewarded by a full day of the hottest female flesh in America today.

When the August pageant rolled around Exotica was back, hotter than ever. Even an afternoon storm didn't slow her down. She ran into the rain getting wet all over without it cooling her down a bit as she went on to win another trophy. Long-legged blonde lovely Samantha, in her star-studded boots, sweet Julie, and lovely Logan picked up trophies also.

The top prize, in August, for Miss Nude North America was awarded to magnificent Mave, a real living doll.

The big winners? Hundreds of our biker buddies. Interested? Call 219-345-2268 or check out the Web site: www.nudes-a-poppin.com for a good time and all the details.

—Vernon Brejcha

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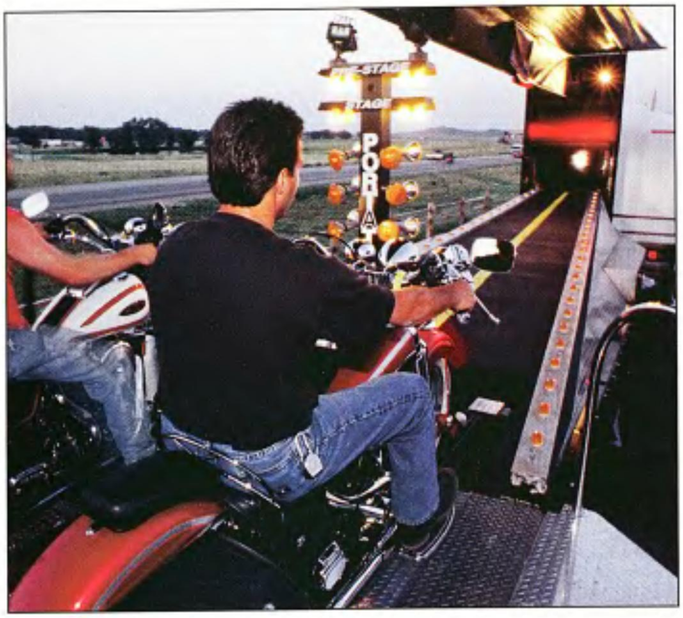

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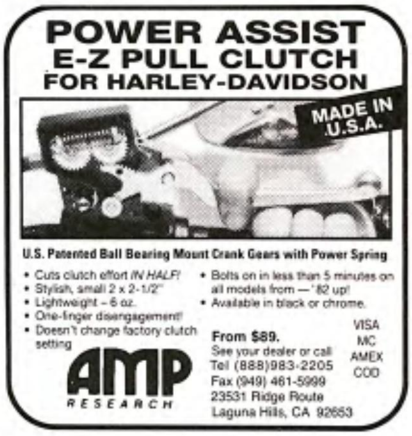

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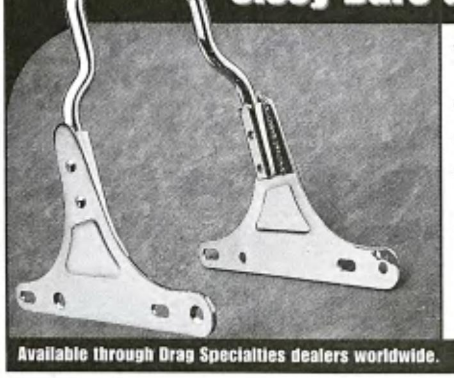

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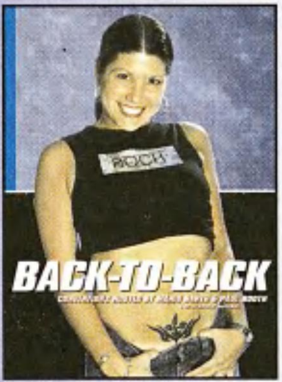

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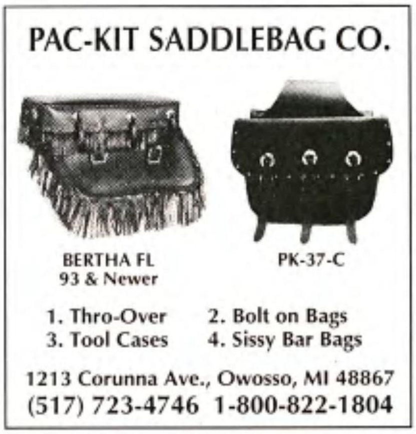

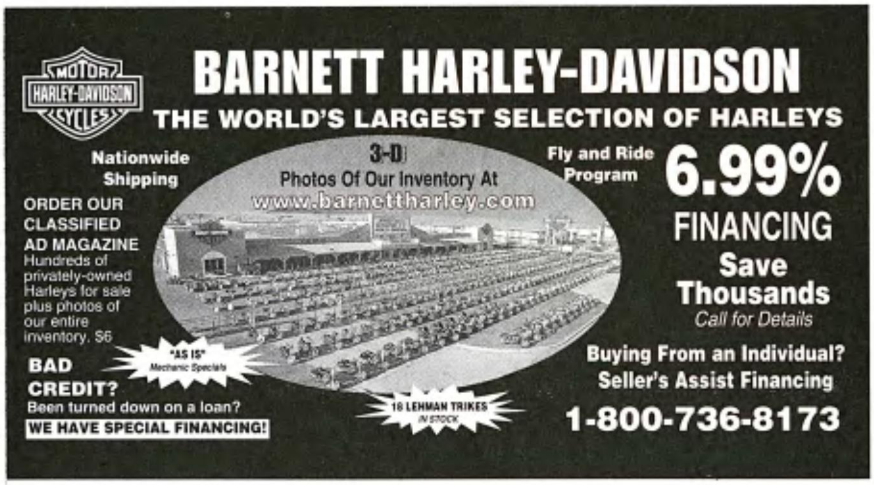

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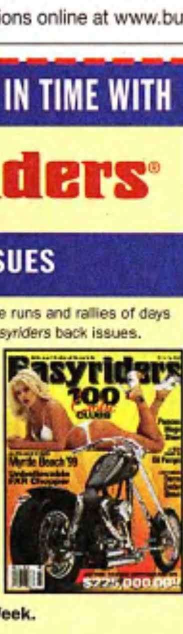

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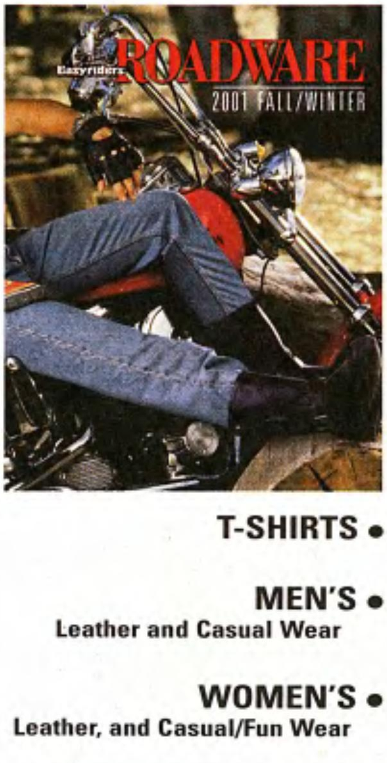

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Speculations ran wild around the office all day long. Someone first offered this explanation: Paul probably stood too long under the Arizona sun, lost his marbles, and joined a new-age renegade biker cult that has devised a way to channel the hidden powers of the mind to propel motorcycles. Another theory referred to the use of Brussels sprouts and garbonza beans, but it was quickly shot down as we noticed that the seating would need to be altered for that mode of propulsion to be successful.

A bit concerned about Paul, we decided to pick up the horn and call his company, Paul Yaffe Originals. Of course we had to listen to him laugh his ass off for a good five minutes, while we were trying to make sense of it all. Regaining his composure, Paul went on to explain that his company was now offering a rolling chopper chassis, and thought that it would be a good idea to show potential buyers what the product looked like in action.

What you see is what you get, and what you get is nothing short of spectacular. Behold PYO's first rolling chassis kit (many more versions soon to come); the ideal shortcut to chopper greatness. Well engineered to accept an Evo or Twin Cam B powertrain, this kit was designed using components made specifically to fit this application, and we'll bet our last nickel that every part on your bike will be tight and dead-on tits!

You can choose between a 200-series or 250-series rear tire to fit your preference, and all you have left to do, is get a good engine and transmission combo to put this piece of rolling art into motion.

As we go to press, the very first Paul Yaffe rolling chassis chopper is nearing completion at Kevin Alsop's Big Bear Choppers shop in (where else) Big Bear, California. It's powered by S&S's all new 124-cubic-inch, 130-plus horsepower mega motor, and runs a Baker 6-speed transmission and BDL's new Top Fuel belt drive. This kick-ass combo will be featured in the pages of *Easyriders* very soon, so watch for it. In the meantime, check out this rolling chassis and much more crazy stuff on PYO's Web site at www.paulyaffeoriginals.com, or give Paul a holler at 602-840-4205 and tell him we sent you. *—Lafayette*

Pimp Daddy Part 2
Setting up the Engine, Transmission and Pipes

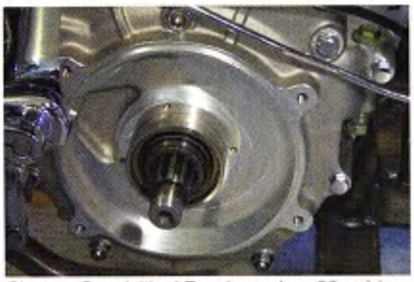
Chrome Specialties' Pimp Daddy bike kit gets you this: a rolling chassis with springer front end, dual tanks, fenders, whitewall tires on laced wheels, a Pandemonium 88-cubic-inch motor, a RevTech kick start 4-speed, and countless hours of building fun!

When we set out to put together an *Easyriders* version of the new Chrome Specialties' Pimp Daddy bike kit, we wanted to do so as any backyard builder worth his salt would do it at home. There would be no fancy laser cutting involved in this build, if we could help it, no CNC-machining of exotic metals, and little fabrication (aside from banging a piece of flat stock into submission with a rusty Plymouth brake drum around the edge of the curb).

If all goes well, the *Easyriders* Pimp Daddy will look nothing like Chrome Specialties' Pimp Daddy or your own Pimp Daddy. The way we see it, CSI offers you a base to work on, and lets you imagine the rest. Putting together a Pimp Daddy bike kit is a lot like building a '32 Deuce Roadster hot rod; the base has been around for decades, been used and abused by generations of enthusiasts, but no two are alike. We're not reinventing the wheel as we build this very simple little hardtail springer, but we're sure as heck having a ball!

In this second installment we'll show you how we set the motor and trans up in Pimp Daddy's rigid frame. We also show you how to piece together a cool exhaust system, using a combo of Paughco and Chrome Specialties components.

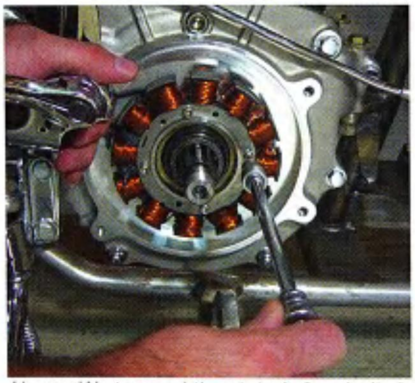
—Lafayette

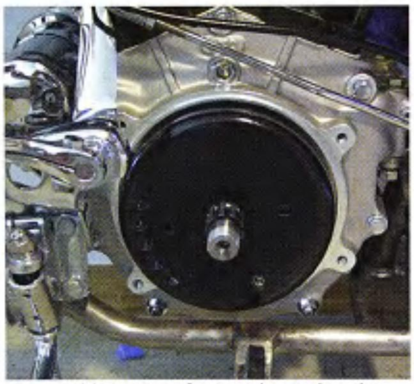


Chrome Specialties' Pandemonium 88-cubic-inch panhead motor comes with an extended output shaft so it accepts modern trannies. The left engine case is of Evo type, allowing the use of late inner and outer primary cases. Better still, you can use an alternator on the panhead and do away with the generator!

We ordered a 32 amp alternator with chromed regulator (PN 030684). We didn't really need that much charging capability, as we run a kick start only transmission, but this way there's always room for upgrade. A 22 amp charging system (PN 030685) would have been sufficient for this application.

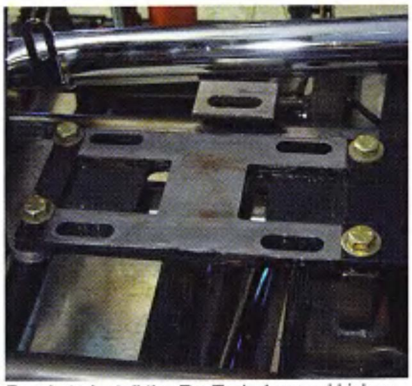
It's blue goop time! Before securing the stator to the left engine case, we dabbed the stator's allen bolts with thread lock compound. You don't want to see what the alternator area would look like if one of these babies was ever to come loose!





Above: We torqued the stator's four bolts into place, taking care of properly routing the alternator outlet plug through the left case, and away from the rotor.

Center: The provided spacer was placed on the output shaft between the stator and the rotor and the rotor was then gently tapped into place. You don't want to bang too hard on it, as it may dislodge the glued-in magnets, having catastrophic consequences.



Ready to install the RevTech 4-speed kicker transmission provided in the kit (PN 062156), we bolted the transmission mounting plate down (PN 060167) and stripped the black powder coating from the mating surfaces to ensure better fit and alignment.

We had to downgrade the tranny's sealed output shaft nut (held in hand) to thinner non-sealed nut. The sealed nut that came with the transmission interfered with our output shaft bearing support, mandated by the use of an unsupported, open belt drive. You shouldn't run into this problem if you use an enclosed drive, or belt drive with backing plate.

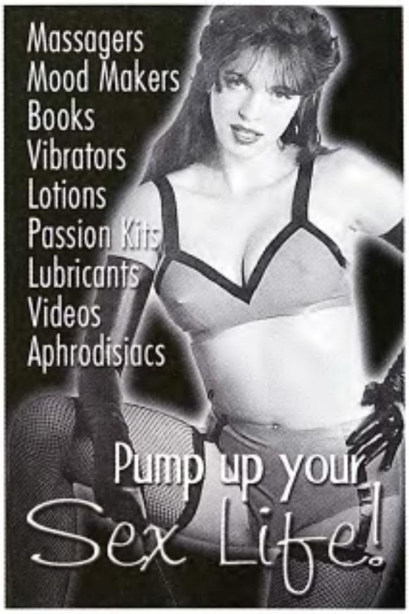
The transmission's output shaft support and pressed-in bearing (PN 060689) are mandatory when using an open belt drive without a backing plate. It provides support to allviate the lateral load that's applied to the output shaft by the belt system. We powder coated the bracket gloss black. (Note that the woofruff key is set on the output shaft's taper).

No billet here, pal! To dress up the alternator, we ordered a neat, cast aluminum alternator cover (PN 070830) that's also available in chrome (PN 070831). The large spacer provided with the alternator kit is placed before the primary drive engine pulley.

We chose to run a 3-inch belt drive from BDL, in order to give Pimp Daddy an authentic old school flavor (PN 071015). The front pulley is bolted onto the engine's output shaft and will be torqued, using a big-ass socket that we can't afford, but will mooch from the local bike shop.

Before we get an angry letter from our friend One-Ball Jack from Smartass, Missouri, let's set the record straight: you don't want to rely on the bubbles to line up the tranny to the motor. Old school guys use a piece of glass, and we would have done so if "someone" had not run the rolling jack over it seconds before taking this shot. Anyway the aluminum I-beam worked fine this time; all four edges of the level rested on the pulleys surface, so no shimmimg of the transmission was needed. Pimp Daddy's Santee rigid frame is straight and square. Let's move right along.

Now that we know that the motor and the transmission output shafts point in the same direction, we need to verify that the primary belt tracks true. We assembled the primary system, making sure we didn't twist or bind the belt. These belts are tough as nails and will run forever, but give them a kink, and you can be sure they will break prematurely. We moved the transmission ever so slightly until we got proper belt tension (see BDL manual) and our straight edge contacted the pulleys in four points. Shimming of the front pulley may sometimes be necessary, but ours lined up perfectly.



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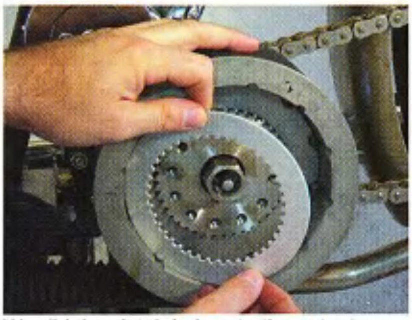
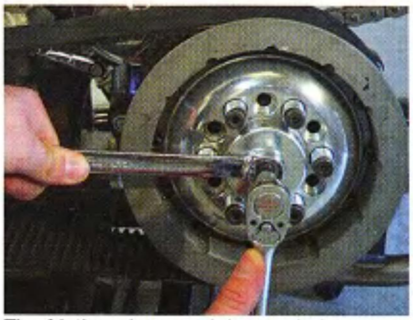
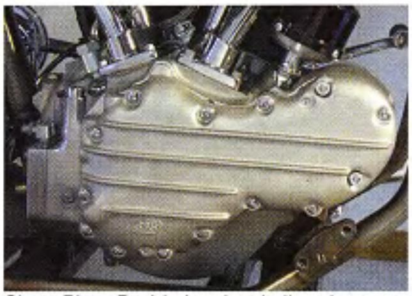
Here's the BDL clutch pack that came with the 3-inch primary drive kit. It contains a full set of steel and friction plates, six clutch springs, the aluminum pressure plate, and the clutch rod adjusting bolt and nut.



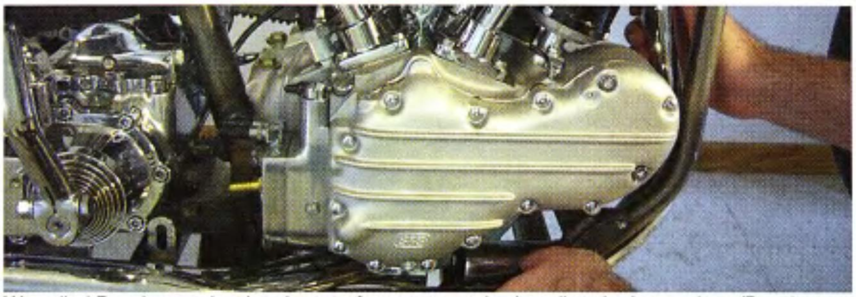
We slid the clutch hub onto the output shaft and secured it with a clutch hub nut (PN 060709). Since the BDL setup doesn't you allow to use a locktab, you'll have to rely on red thread locker and proper torquing equipment to hold the nut in place.



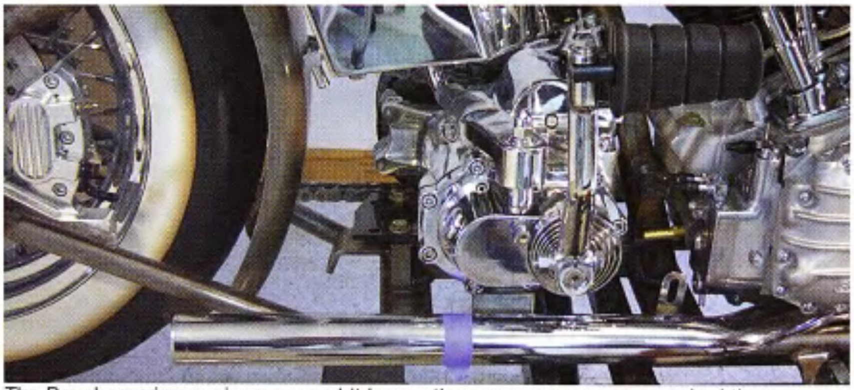
The friction plates and the steel plates have been packed and the pressure plate has been bolted to the clutch hub with six bolts and springs. While we're down on all fours, now is not a bad time to set the clutch end play.



Since Pimp Daddy is a hardtail and uses a panhead motor, we figured we'd go down the old school road and get ourselves a split dual-exhaust system with a "squish" front pipe and "over the tranny" rear setup.

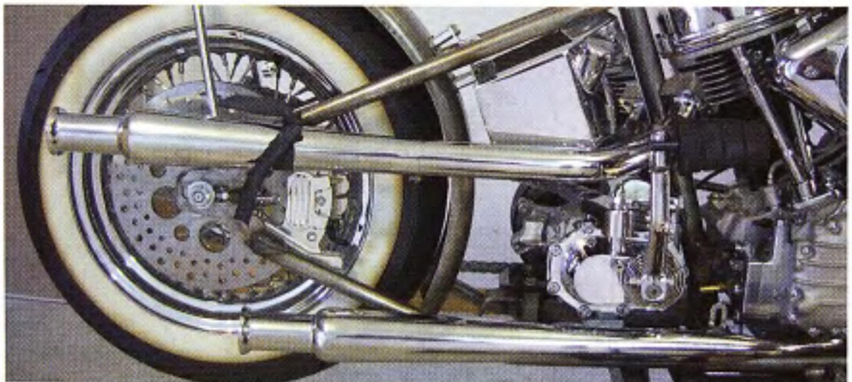


We called Paughco and ordered a set of generator-style shovelhead primary pipes (Paughco Part # 713D) that would match both the Pandemonium's STD heads (featuring both Evo and shovelhead bolt pattern), and would run between the frame and the motor. The footpeg bracket on the frame interfered with the front primary pipe so we had to grind the inside of the bracket to get enough clearance. This didn't affect the frame's integrity.



The Paughco primary pipes were a bit longer than necessary, so we mocked them up on the bike with the mufflers in place. Then as the old saying goes, we measured once and cut twice... no, wait a minute. Aww never mind, you get the picture!

Here's the best investment we've ever made: a pipe cutter! Forget the hacksaw and hose clamp routine. You just clamp it to the vise, adjust the cutting wheel tension and spin that sucker while readjusting the tension until the pipes pops loose. There's always a perfect cut, no burrs, and you're ready to move on.



This is as much of the bike as we're willing to reveal this time around. The rear exhaust brackets haven't been made yet, but both of the Paughco primary pipes have been cut to size, and Chrome Specialties' trumpet mufflers (PN 280904) look awesome.

Source

Chrome Specialties
For more information on Pimp Daddy, and to get address of a Chrome Specialties dealer near you, call 800-811-8904 web site: www.chromespecialties.com

Paughco Inc.
P.O. Box 21390, Carson City, NV 89721-1390; 775-887-0330; www.paughco.com

Photos: Lafayette

AMERICAN BIKERS SPEAK OUT

As you know, we've been collecting your comments on ol' Assuma Blown Noggin on our Web site. Here's what American bikers are saying this month about the towel head from hell...

"Great idea for a T-shirt! Drag him behind a chopper from Daytona to Sturgis just so we can kick the shit out of a real pussy for a change."

"Run him naked through Kabul and let the women get a little payback on him!"

"Wanted: Bin Ladin's nuts to hang on the sissybar on my panhead!"

"It's God's job to judge him, it's our job to make the appointment."

"Osama, you're goin' down, BITCH!"

"Keep blowin' up his caves 'til all the rodents have scattered."

"One look at this camel rider makes me think his momma had sex with a goat."

"Dead man running."

"If Osama were on fire I wouldn't piss on him to put him out."

"I wonder if he'd fit in a microwave..."

"I think his parents had so many kids 'cuz they knew they screwed up when he was born."

"How about a 12-gauge enema!"

"Nuke 'em till they glow then shoot them in the dark."

"I'm stationed in Bosnia right now and will be knocking on Bin's door real soon. Everybody here wants to order a shirt when we get home. I think we should drop some of these shirts with the food rations."

"I think we oughtta create the second largest shopping mall in the world. Hell, we're about to have the biggest parking lot."

To send us your enlightened comments visit: www.easyriders.com.

POLITICALLY INCORRECT
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Once again, a mad man from the mid-east appears out of the desert to drag our country into camel shit! This deranged Q-Tip thinks of our United States as a haven of evil governed by the son of the devil, and figures dying a martyr's death will bring him and his followers "closer to god." Well, we've got news for ya, you skinny-assed geek, you have awakened the sleeping giant and it's time to prepare for a proper stompin'!

This time it's personal. For the first time in American history, our shores have been invaded, our airplanes have been hijacked, our buildings destroyed and thousands of innocent civilian men, women, and children have been killed. Why not show the world how you feel with the world's most politically-incorrect T-shirt! (Hey, this ain't Ladies Home Journal!) The American biker is the last holdout of the frontier spirit in this great land, and we're not afraid to tell it like it is.

What's Your Comment On Osama bin Laden?
Go to www.easyriders.com
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Creating a Custom Road Glide

Harley-Davidson and Downtown Harley's Killer Combo

We've noticed a trend in recent years involving touring bikes. See, *Easyriders* readers who own touring bikes generally fall into two categories: 1) the rider who has a little barhopper and also wants a dresser for the long miles; and 2) the guy whose back has seen better years (we ain't gettin' any younger) and wants a dresser but, by God, doesn't want a stock bike. Riders in both categories have one thing in common: they don't want to ride a stock motorcycle but don't want to screw with the bike's reliability either.

Harley-Davidson had the perfect answer back in 2000 when they introduced the limited-edition Screamin' Eagle Road Glide. Harley's Custom Vehicle Operations wizards took the Road Glide and gave it a face lift, added some ponies with Screamin' Eagle performance parts, included some dazzling chrome do-dads and a wild orange and black paint job. Everyone went ape when they saw the bike unveiled. The only problem was that Harley only made 1,550 of the custom Road Glides in 2000. Each dealership only got one of the bikes and they went like proverbial hot cakes.

In 2001 Harley gave the Screamin' Eagle Road Glide a sexy new paint job of blue, silver and gray and produced 1,695 of the hot rod road cruisers. Again, they burned rubber out of showrooms all over the country. For 2002 Harley's CVO Department came up with the Screamin' Eagle Road King with it's wild flames and hot Twin-Cam setup, and the good ol' Screamin' Eagle Road Glide was just a fond memory.

So, we asked ourselves, why not build our own version of the Screamin' Eagle Road Glide. What would an *Easyriders* version of this setup look like? Hey, if we can do it, you can do it. All you need is a Genuine Harley-Davidson Parts and Accessories Catalog. We spoke to Paul James at Harley Communications and also called on world-class custom bike builders Russ Tom and Brian Mitchell of Downtown Harley-Davidson in Seattle. Russ and Brian not only build some of the coolest customs in the world but also won the coveted ViQe Award in Daytona, Florida, last year for Best Bike Builders. They also have a reputation for creating killer custom baggers. What if you want to turn your stock dresser into a fire-breathing custom but keep the comfort and reliability? The bike you see going together here is your answer.

We began by tearing the bike apart and sending all the sheetmetal, including tanks, fenders, Tour-Pak, saddlebags, lowers and body panels, off to Tom Prewitt at Damon's Custom Paint in Brea, California. We told Tom to make the bike look like a smoky moonstone (pearlescent but not overly flashy). He began to noodle on this with the folks at House of Kolor while Brian Mitchell re-assembled the Twin-Cam motor with a slew of Screamin' Eagle goodies. The hop up includes Harley's Screamin' Eagle 256 cam, high-compression pistons, heads, their new Holley carb, ignition module and coil. All Screamin' Eagle product. The bike will roar through a set of DH-D "Boomcans".

At Damons, Tom was experimenting with several of the bike's panels using House of Kolor's products to make the base coat look black while showing off the Kameleon layers. "We wanted the effect to be magical, not gaudy," Tom told us.

For the bright work and details, Brian

chose some of the best accessories from Harley's catalog. These include their low-profile windshield, detachable chopped Tour-Pak, chrome lower-fork sliders and upper-fork covers, silver-faced gauge kit, chrome and rubber footboards, saddlebag lid spoilers and lights, profile low touring shocks, billet-style mirrors, and other odds and ends.

Downtown Harley is one of the largest dealers of Performance Machine products in the country, so it was natural to include a set of PM Vintage wheels (winners of the Best Wheel Design at the 2001 V-Twin Expo), and PM brakes and matching rotors. Obviously, these workshop photos don't do this custom creation justice. But never fear, we'll reveal the completed project next month right here in the pages of *Easyriders*.

—*Dave Nichols*

Photos: Bruce Carroll

Source

Harley-Davidson Motor Company
Call 800-443-2153
for the Harley dealer nearest you.
www.harley-davidson.com

Downtown Harley-Davidson
206-243-5000
www.downtownharley.com

Performance Machine
800-757-3685
714-523-3000
www.performancemachine.com

Damon's Custom Paint
714-990-1166
www.damonsmc.com

House of Kolor
601-798-4229
www.houseofkolor.com

Take It All

When the time comes to hit the road for more than just a leisurely afternoon jaunt through the countryside, packin' for the trip can become a little tricky. Taking along some extra clothing, a few tools, and depending on your destination, camping gear or perhaps fresh business attire for the hog-riding professional, all means you need ample space for your stuff. And if you're packin' the little woman along for the cruise, well, obviously the amount of storage space needed increases exponentially.

Bagger pilots obviously have the upper hand over cruisers in this area, but ask the riders of one of them rolling road sofas and you'll find that even an Ultra Classic can use a little extra room from time to time. For the riders of your average cruiser, taking along everything to keep you comfy and clean is downright challenging without the right luggage.

So aside from resorting to adding a hitch to your bike and pulling a trailer, mounting a sidecar or, horror of horrors, trailering your bike and assorted needs behind the family truckster, there are ways to get to your destination with enough gear to keep you and your companion happy.

In order to keep you from giving in to the urge to stoop to any of the aforementioned extreme measures, we've compiled a collection of road-worthy luggage that should help you squeeze all the stuff you need onto your bike—and still have room for the ol' lady's favorite battery-operated toys.

—Van Dyke

Saddlebags from Willie & Max

New from Willie & Max for 2002 are the Black Knight and Gray Thunder series saddlebags. Both new bags offer a more dramatic departure from standard saddlebags. The Black Knight has deep-grained, black synthetic leather and is accented with German silver buckles, conchos and corner plates. The Gray Thunder breaks from the traditional black on black saddlebag by utilizing an iron-gray trim that highlights the rich black synthetic leather. The Gray Thunder has a three-strand gray braid, chrome studs, genuine roller-pin buckles and a large German silver eagle. Both of these bags have matching tool pouches and sissy bar bags and they are all plastic reinforced to retain their shape.

These new bags and all of the Willie & Max lineup are on their Web site at www.willieandmax.com.

The Renegade II from Saddlemen

The folks at Saddlemen have introduced the SaddleStow Renegade II, a backrest-mounted bag that combines touring function with classic American style.

Saddlemen's half-inch chrome studs, heavy-duty buckles and plated conchos give the Renegade II a nostalgic look (there is a plain version Renegade as well) that matches other Saddlemen products. Composite construction of ballistic nylon, Leathertek and genuine leather accents give these bags a modern style that fits well onto big cruiser bikes without looking like airplane luggage.

The Renegade II features universal sissybar mounting, which is fully adjustable to fit virtually any sissybar, large or small. Because the Renegade II is rigidly constructed, a luggage rack is not necessary.

Other features include a built-in rain cover, organizer pockets, padded backpack straps and a large, half-bag zipper opening allows for easy, packing and unpacking. Side-mounted pouches zip off, and feature belt loops for use as a fanny pack. There's even a top-mounted sleep roll bag for extra capacity should you need it.

The Renegade II is available from finer motorcycle shops or direct from Saddlemen at 800-397-7709. For more information, check out www.saddlemen.com.

The Cruiser Bag

This unique piece of motorcycle luggage has been developed to fit all cruiser-type motorcycles. The 13- x 21-inch Cruiser Bag provides not only 1.36 cubic feet of storage space but also excellent, adjustable back support. The only requirement to install the bag on any cruiser bike is four attachment points (two per side) around which the quick-release straps can be wrapped.

The Cruiser Bag features a sturdy and relatively thin-walled design made of hard, PVC-core material that guarantees stiffness even when the bag is empty. The smooth, easy-to-maintain synthetic leather finish inside and out creates lots of storage space. Both sides open for easy access and the bags are resistant to rain without additional covers.

Location of the bag on the passenger seat is adjustable forwards or backwards for superior comfort and support (sissy bar not required for installation). The included lumbar support cushion attaches by means of two Velcro strips and is adjustable up and down. For two-up riding the bag installs on the luggage rack behind passenger seat.

Available in studded or plain black finish from The Cruiser Bag Co. Contact them at 416-614-6448 or visit their Web site at www.cruiserbag.com.

Sac Saddlebags for Sportsters

Straight from the Harley P&A catalog come these cool, detachable saddlebags for Sportsters. These bags combine the look and feel of leather with the convenience of throw-over bags and make a great addition to any XL model. The bags come complete with a polyethylene liner that helps prevent water intrusion on long trips and helps the bags retain their shape mile after mile. These bags fit '94 and later XL models with two-up seats and footpegs.

You can get your set by dropping by your local Harley-Davidson dealer.

Drag Specialties Sissy Bar Traveler Bag/Backpack

To keep your gear safely stowed while you're on the road this bag is built from heavyweight padded, grained synthetic leather-like material that is stain-, mildew- and rot-resistant. The Traveler Bag features a box-style waterproof and dustproof lid secured with hook-and-loop fasteners, and has a heavyweight plastic interior for shape retention. The universal design allows fitment on low, tall, narrow or wide sissy bars and backrests. It will fit bars up to 14 inches wide. Attaches to sissy bar/backrest with a 4-inch heavy-duty hook-and-loop strap. Includes a sunglass case, cellular phone pocket, backpack and over-the-shoulder straps. Rivets, conchos and fringe add extra style. The bag measures 20 inches long x 11 inches high x 12 inches wide and best of all is made in the USA. NOTE: Must be supported by a fender luggage rack.

For more information, click on www.dragspecialties.com or contact your local Drag Specialties dealer.

Dragon Works Fork Bags

Handmade from premium quality 9/11 oz. (9/64 to 11/64 thick) latigo leather, these high-quality bags are drum-dyed for a colorfast finish and better color penetration. The premium quality latigo leather is impregnated with a blend of greases and waxes so the bags will provide years of service in all weather conditions. All of the hardware is corrosion resistant to prevent oxidation. Hand crafted with leather-laced side panels and front flap to provide strength and style. Bags are supplied with latigo straps in the back for mounting.

Available in two sizes, 10 inches wide x 6 inches high x 3 1/2 inches deep or 12 inches wide x 6 inches high x 3 1/2 inches deep.

To find a Dragon Works' dealer near you, go to their Web site: www.dragonworks.net, or call 800-265-0543.

The Freedom Bag

Iron Bags introduces the Freedom Bag. Shown with the optional cargo lid straps, this bag is designed for all Harley FLH models from '58 to '84, FXs, and all Softails (including the Deuce). All of Iron Bag's saddlebags are available from plain to totally decked out with studs, conchos and fringe. Iron Bags creates the finest caliber saddlebags for every Harley-Davidson.

To get a set for your bike contact Iron Bags, 5048 Shellamie Dr., Dept. VT, Eau Claire, WI 54701 Phone: 715-835-4557; Web site: www.ironbags.com.

Dragon Works Saddlebags

To create their saddlebags, Dragon Works uses only the highest-quality, extra-thick leather. Beautifully designed, handcrafted, hand assembled and hand laced with heavy leather lacing, these bags will carry all your needs in style. Nickel-plated conchos, buckles and rivets used throughout for additional good looks and long life. All seams and stress points are double riveted, and the finish is hand rubbed. Available in four sizes from Dragon Works.

Dragon Works can also design and build you a custom-sized bag at a reasonable price. Have something in mind? Know exactly what you want but can't find it? Give them a call at 800-265-0543, or visit their Web site atwww.dragonworks.net — they should be able to help.

Travelin' Bags for the VRSC

When Harley-Davidson introduced the V-Rod they also created an entire line of accessories that will help you make the most of your new Harley. To dress your V-Rod for the road, all you need to do is mount a set of Harley's handcrafted, top-of-the-line leather saddlebags, designed specifically for the new line of bikes. These new bags feature custom brushed-satin inserts styled to match the contour of the V-Rod's rear fender. These bags also features an outer pouch for small road necessities.

You can get these good-lookin' saddlebags and a wide variety of VRSC accessories by dropping by your local Harley-Davidson dealer.

Synthetic Leather Bags for Dynas

To help Dyna riders haul their gear, Harley has introduced these large-capacity, low-cost synthetic leather saddlebags designed to complement the style of the new Dyna models. Built to fit '02 and later models theses new bags feature an inner pocket to keep smaller items from getting lost and provide plenty of room for those much-needed items you'll need on the road.

Just drop by your local Harley dealer to see these and the rest of Harley's accessory lineup.

Custom Chrome Detachable Throw-over Saddlebags

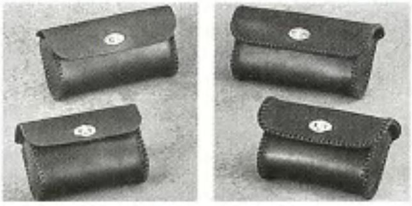
Continuing in the tradition of CCI's Pony Express Saddlebags, Custom Chrome has created these handsome new saddlebags. These bags are available as standard throw-over bags or as detachable bags that are removed from the yoke by easy-on, easy-off brass zippers. Large metal grommets permit the use of padlocks to secure the bags to the yoke. All of these bags feature chrome roller-buckle hardware, adjustable yokes, riveted chrome steel tie-down straps and Butyrate backs to help them retain their shape.

Three-strap models with conchos or two-strap models with spoons are available from your local Custom Chrome dealer. To find a nearby CCI dealer, contact Custom Chrome Inc. at 800-729-3332, or go to their Web site at www.customchrome.com.

Sac Ultra Touring Bag

You'll be able to pack everything you need for that long, solo ride cross country with the help of this large touring bag that fits on the passenger seat of all Harley Touring models. At 16 inches wide x 10 inches deep x 19 inches tall, you'll be able to store plenty of extra stuff to keep you comfy—can you say kitchen sink? The bag includes a water-resistant polyethylene liner that helps the bag retain its shape even when empty. It straps to the saddlebag guards and Tour-Pak mounting rack for easy installation. Fits '97 and later Touring models equipped with a King, Ultra or Chopped Tour-Pak.

Available from your local Harley-Davidson dealer.



Dragon Works Windshield Bags

If you need a little more storage space that's easy to reach from the saddle, check out these handy windshield-mounted bags from Dragon Works. They're handmade from premium-quality latigo leather, and then drum-dyed for a colorfast finish. The premium-quality latigo leather is impregnated with a blend of greases and waxes so the bags will provide years of service in all weather conditions. All hardware is corrosion resistant to last a lifetime. Handcrafted with leather-laced side panels to provide strength and style. The bags mount using the center bolt-hole on the center windshield cross-support. The bags are supplied with the correct mounting hardware to make installation a breeze. Two sizes are available: 8 inches wide x 5 inches high x 3 inches deep or 10 inches wide x 5 inches high x 3 inches deep.

Dragon Works also makes sissybar bags and tool bags, which can be purchased by calling Dragon Works at 800-265-0543, or visit their Web site at www.dragonworks.net.

Saddlebag Guard and Water Bottle Holder

This sturdy synthetic bag features an embossed Harley-Davidson Bar & Shield logo, a Velcro outer closure on the storage bag and a zippered inner closure where you can keep easy access items such as sunglasses, wallets and cell phones. This handy bag also comes with a removable water bottle bearing the Bar & Shield logo so you'll be able to keep your thirst quenched in style while on the road.

See your local Harley dealer for this and a wide assortment of touring luggage and accessories.

Dowco Rally Pack from Drag Specialties

This new add-on portable storage system solves space problems associated with road trips. The durable, weather-resistant polyester backpack includes a jumbo backpack, a roll bag, a vinyl roll-bag liner and an attachable bungee net. Foam-core construction holds the pack's shape for easier packing and provides additional protection for the contents. The jumbo backpack and roll bag may be used together or separately, depending upon storage requirements. There's also extra storage and easy access with front and side pockets. The Rally Pack fits on most sissybar and motorcycle luggage rack combinations and fastens quickly and simply with reliable hook-and-loop strap closures.

For more information, go to www.dragspecialties.com or contact your local Drag Specialties dealer.

Chase Harper B-Alaska Bag

If you have ever run out of room when packing for that long road trip, the B-Alaska Bag from Chase Harper is the answer to your storage headache. Named after a bag design John Chase created for a friend's trip to Alaska, the B-Alaska Bag can fit your tent, sleeping bag and air mattress or whatever you need to complete packing for the road. A softy-side bag, it fits all racks or rear seats and the compression straps make certain the bag is secure and doesn't flap in the wind.

You can check out the B-Alaska Bag at your local Chase Harper dealer or contact them at www.chaseharper.com.

The Sac and Cool Sac Package

The Sac and Cool Sac combo offers riders the ability to bring along not only the usual clothes and tools, but since the Cool Sac comes with a vinyl liner it can also hold ice so that your favorite beverage can be kept chilled along with those ever-so-tasty bologna and cheese sandwiches for roadside picnics. The Sac is 19 inches tall x 17 inches wide x 10 inches deep. The liner not only keeps liquids in but can also be used to keep the rain out so you'll have a dry pair of socks when you arrive at your destination. Each package comes with an elastic Sac Net and each Sac product can be custom made to fit any bike.

For more info or to request a catalog, call 800-445-8946 or visit www.coolsac.com.

Texas Saddles American Tradition Saddlebags

These American-made saddlebags feature extra-thick, old West-style heavy leather, chrome-plated "spoons", studs and roller buckles. They can fit all Softail models from '84 through '99, as well as FL and FX models through '84. They are 20 inches x 13 inches x 6 inches so you can fit everything you'll need for a quick getaway or road trip. Turn signal relocation may be needed on some models.

To get a set see your local Chrome Specialties dealer or contact them at 800-811-8904; Web site: www.chromespecialties.com.

Highway One Old-Style Saddlebags

If you're looking for a functional and nostalgic way to complete that rigid you've been tinkering with, Chrome Specialties can help. The Highway One Old-Style saddlebags are excellent reproductions of the bags found on '48 to '54 pans. With exact duplicates of the chrome plated brass studs and roller buckles found on the originals, these bags are a great way to take a few tools and extra clothes along for the ride. They are 18 inches x 12 inches x 5 inches and fit all rigid frames.

To get a set see your local Chrome Specialties dealer or call 800-811-8904; Web site: www.chromespecialties.com.

The Super Sac

This is every touring biker's dream bag. Measuring 14 inches tall x 24 inches wide x 14 inches deep, it gives you plenty of room for any type of extended trip. The Super Sac also comes with D-rings and an elastic Sac Net for attaching extra luggage. There are also four separate outside pockets with storm flaps over zippers. The bag comes with a carrying strap and also has a hidden universal sissybar pocket that can fit most bikes.

For more info or to request a catalog, call 800-445-8946; or visit www.coolsac.com.

Heritage Saddlebag Company

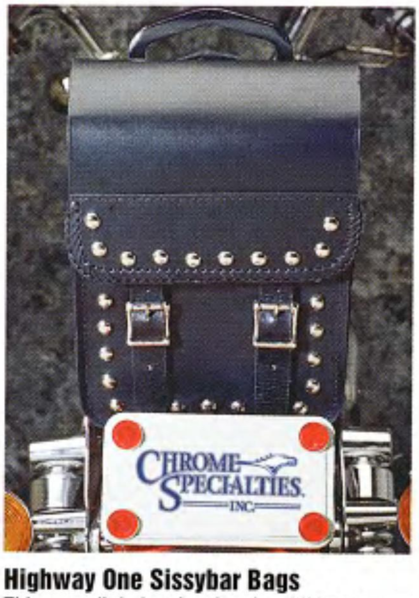
Heritage builds 'em the way you'd expect—to take the punishment and go the distance. Each bag is made of USA-tanned 9-10 oz. English bridle leather and features double-layered lids. The bags are hand finished with factory waterproofing and custom fit. Heritage Saddlebag manufactures two sizes of saddlebags in six colors for 16 different models. Heritage takes pride in their attention to details like custom, chrome buckles, polished stainless steel mounts and a finish that looks as good as it feels. The Heritage Saddlebag Co. offers a standard five-year warranty.

For more info contact Heritage Saddlebag Co., 4313 22 St., Vernon, BC, V1T 4J3. Phone: 866-742-8224; Web site: www.heritagesaddlebag.com.

Ameritex Sissy Bar Bags from CCI

Convenient and stylish, the Ameritex travel bags attach easily to sissybars with a 4-inch-wide Velcro strap and keep their shape even when empty. Made in the USA from Ameritex, a heavy-weight, padded synthetic leather that won't stain, mildew or rot with age. All bags feature a box-style waterproof lid and are available with rivets or without. Pictured here are the Overnighter and the Weekender that come with a detachable 15- x 9-inch round travel case. The Weekender also has convenient backpack straps for off-the-bike carrying.

To get yours, contact Custom Chrome Inc. at 800-729-3332, or go to their Web site at www.customchrome.com.



Highway One Sissybar Bags

This great little bag is a handy addition to your bike if you need to take just a few extra items or as a supplement to your saddlebags. The good-looking bag is made of high-quality black leather with braided edge flaps and will stand up to years of hard riding.

To get yours see your local CSI dealer or contact them at 800-811-8904; Web site: www.chromespecialties.com.

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www.1harleydavidson.com

ReadersRides

Roger Thorton
Huntington Beach, California
1991 Custom Construction

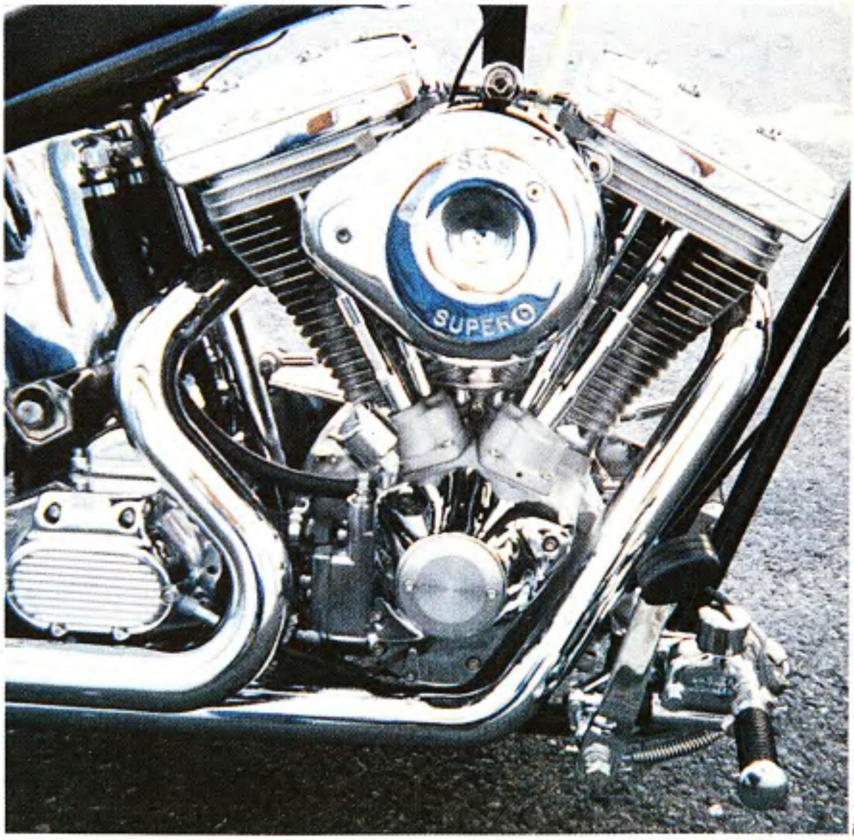
I might as well tell you up front, this is an infomercial. That's because Roger, the dude who built this one-of-a-kind, extremely macho-looking sled, is selling it. What makes this bike so unique is all the selection of parts that went into the making of the bike. Like the frame: it's a genuine Denver's Choppers frame from the good old days. "I'm not exactly sure about the year," Roger says, "but it's from the pre-VIN era. I bought it off a guy who was owed some money by Denver when he died back in the early '90s and came away with the frame instead."

The front end came off a Café Sportster, the carb from S&S. The tranny is a genuine Harley-Davidson 5-speed with Andrews gears and a Joker trap door, the master cylinder is a Warner-Lockheed, and the brakes are Performance Machine. Roger, who runs Banzai Machine in Huntington Beach, California, built the bike himself, for himself. He also modified the OEM oil bag so that it would accept an electric starter battery.

And since he's a pro at what he does, the stuff he's built himself on this sled is first-class, like the pipes, the fenders, the key switch holder, the sissy bar, the motor mount and many other delicacies. The cylinders were resurfaced and the heads O-ringed. Of course, since he didn't want to modify a genuine Denver's frame but still go wide in the rear, he squeezed in the 5-inch-wide, 40-spoke 17-incher by running a chain drive instead of a belt. But hey, that only serves to reinforce the old-style look. "My motto is 'skinny in the front, fat in the rear.' I always like to go for that wedge-type look," Roger adds.

So if you have a hankerin' for a really cool wedgie...I mean chopper, do yourself a favor and call Roger right now at 714-843-6327. The first three callers will get a couple of grand off the asking price. But you better hurry, because supplies are (obviously) limited. —*Tripper*

[Easyriders in NO WAY will hold Roger to this offer...but on the other hand...a deal's a deal.]



Photos: owner

ReadersRides

Lance Thomas
Grand Island, Nebraska
1991 FXRP

Photos: owner

Dripping with pride, Lance tells us that here is a bike that has been completely stripped and customized over the past seven months. Considering the weather in Nebraska, this is not really an incredible feat. What else would you do there from about September through May? Watch reruns of *The Beverly Hillbillies* and drink lots of beer?

Not Lance. A feisty son-of-a-gun, Lance would rather opt for making sure that during the few weeks he has for riding, the riding will be something worth reminiscing and dreaming about once the weather gods keep his ass prisoner in his four walls for the other nine months of the year.

Much tinkering can be done during those months, and Lance has done his share of modifying and improving his ride. "It has an Arlen Ness air ride front end, Küryakyn mirrors, pegs, and hyper charger, and Barnett pipes," he says. "The bike is also completely rewired down to five wires throughout the whole bike."

Further trick features are a Mirage derby cover and point cover to match the bike as well as a handmade, stainless steel license plate relocated to the left shock and rolled to match the belt pulley. "The rear fender was cut 6 inches shorter and fabricated straight to the bike," Lance further informs us.

The motor work was done, by the way, not by Lance, an otherwise able-bodied mechanic, but by Hoot's Repair in Grand Island. The paint job, in case you were wondering, is a glossy black Imron with purple chameleon and a hand-brushed pin stripe. But! "The rear fender has a hidden skull," Lance enthuses, "which you need to see to believe, and much more detail, which you need to see to believe."

Well, Lance, you certainly have made a believer out of me, despite the fact that I can see neither hide nor hair of the aforementioned skull. *—Tripper*

Jeff Hawkins
Mannford, Oklahoma
'92 FXRS Convertible

Photos: owner

Jeff's yellow flyer was what you would call, in real estate terms, a fixer upper. "Somebody said it was totaled," he explains, "but I've been in the body business for more than 20 years and I think wrecked shit is cool."

Jeff goes on to tell us that he bought the bike, which actually turned out to "have mainly some sheetmetal damage—some guy had it flip-flop on him," at the Nut House. That's not, as it seems, an institution for the insane (although the folks that work there might think so), but rather a place that sells a combination of pecan nuts and insurance-loss vehicles. There's got to be some irony in that one.

Anyway, Jeff bought the '92 FXRS, his very first street bike after a childhood on dirt bikes and years of prioritized fatherhood, a couple of years ago when his kids were grown. It only had about 7,000 miles on it. While most of the work he did on it was "of a cosmetic nature," he does allude to the fact that "somebody before me must have done something with the motor, because it just hauls ass. I think it has a hotter cam in it." Mike at Scooters in nearby Collinsville helped him out with the wiring.

Jeff stuck a Wide Glide front end onto the frame and an old-style dash on the tanks; he also added a solo seat and a dresser's rear fender. The paint, by the way, was laid on by his buddy, Phil Garner. It's Honda yellow "but with four pearls," Jeff adds. "Usually, Honda yellow only has two pearls." That'll show 'em.

So now Jeff, who lives sort of in the boonies near Tulsa, hauls ass after his neighbors "roll up the sidewalk, which they do pretty early in the evening," and lets his 2-inch drag pipes bellow throughout the countryside.

The sun face on his rear fender, by the way, is "off some French rolling paper, but my daughter says it looks just like me," Jeff laughs, "so I had it tattooed on me."

Now what was that about a nut house...? —*Tripper*

ReadersRides

Ray and Janet Kling
Medina, Ohio
1981 Sportster

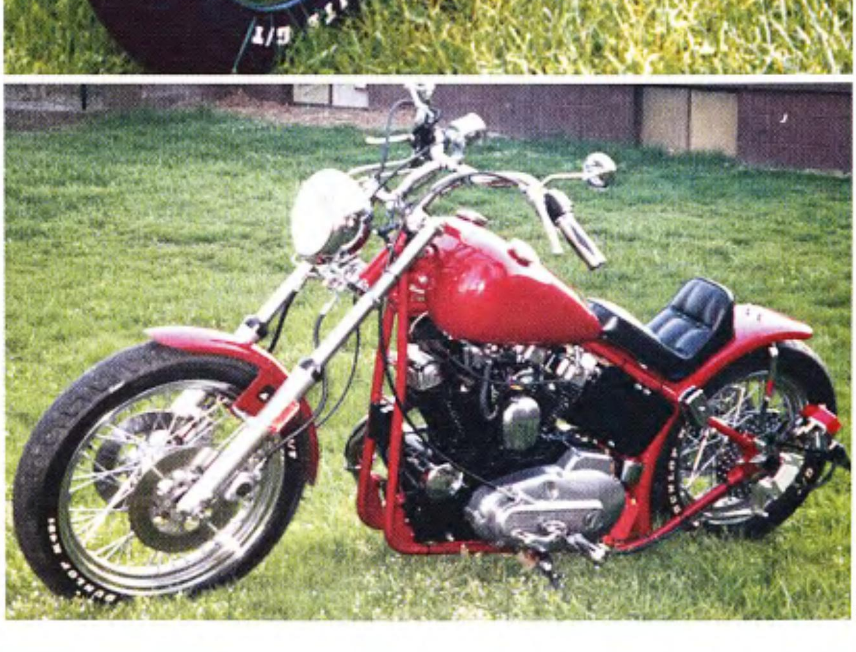
Speaking in tandem and apparently joined at the hip, Ray and Janet make no bones about their feelings regarding motorcycles. "It is our opinion," they say in unison, "that anybody with enough money can buy or have somebody build them a nice motorcycle. We believe it's much more appreciated if you do it yourself."

Following this philosophy and driven by the long-held desire to build a bike from scratch, Ray (seemingly without Janet's help) set out to just do that. The motor work was done by Dave at American Performance in Seville, Ohio. "He bored the cylinders, did the headwork, and put performance cams into it," the dynamic duo goes on to say. Ray's co-worker, Kevin, did some welding to revamp the frame, but Ray did "all the other wrenching, grinding, molding, sanding, painting, sweating, customizing, and cursing."

All together, it took him eight weeks, during which Ray worked on the Sporty daily after work and on all weekends. Specifically, he attached a wide glide front end to a Paughco hardtail frame, which cradles a 1000cc Ironhead Sportster motor imbued with stock heads, an Andrews cam, a Dyna ignition, and an S&S E series carburetor. A set of drag pipes ensures enough flatulent noise to hear the bike from around several corners. If the need to stop should ever arise, a set of GMA brakes is conveniently attached within arm's and leg's reach. The Inferno Red paint job was handled by Ray personally.

"We love the ride, even though a lot of bikers prefer shocks," the two-wheeling twosome says. "And we are very proud of this bike, in case you can't tell." They go on to tell us that, although this is the first bike Ray has ever built from the ground up, he has customized two other pretty nice bikes: a '66 shovel and an '88 Evo. One has to wonder what Janet was doing all the while Ray was wrenching. Handing him his tool and telling him where to put it, maybe?

—Tripper



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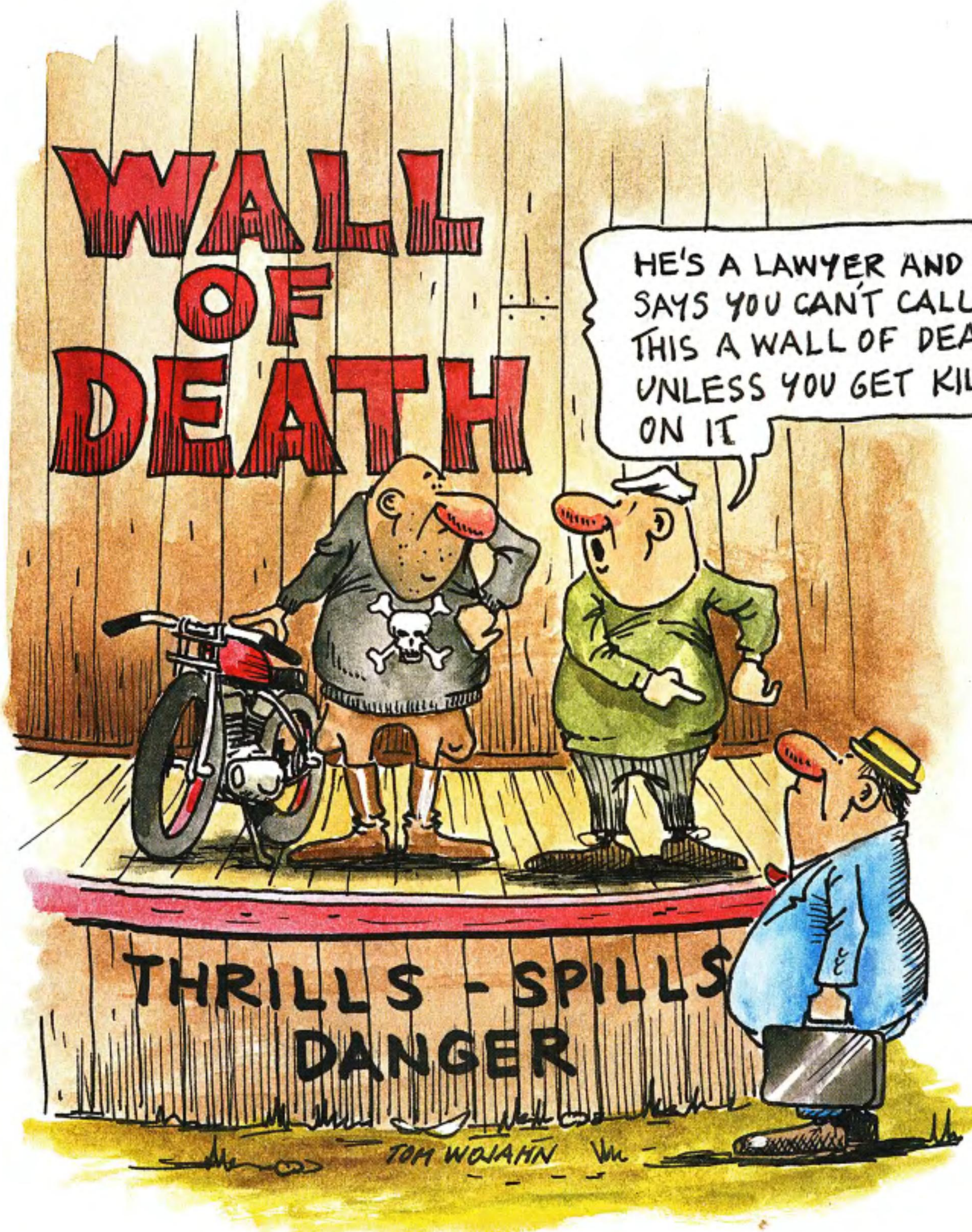
WALL OF DEATH
HE'S A LAWYER AND HE SAYS YOU CAN'T CALL THIS A WALL OF DEATH UNLESS YOU GET KILLED ON IT
THRILLS - SPILLS DANGER
TOM WOJAHN

Road Tested: MCC's Thunderbolt Chopper

SIZE DOES MATTER

So, ya been ridin' for a while and got to thinkin' it's about time to step up to the plate and grab a handful of somethin' that can really get your blood pumpin'. Knowing full well that a stock or even a modified stocker just ain't gonna get it any more, ya start lookin' at the high-performance aftermarket bikes only to be inundated by high-tech hardware of just about every size, shape and displacement.

This is a pretty common dilemma these days as the natural evolution from new rider to seasoned road dog brings with it the desire for more.

Now, what that "more" consists of varies from rider to rider. For some it's longer and shinier, for others it's faster and meaner...and of course there's many in-betweens as well.

The Thunderbolt Chopper you see here is just one example of what Pat Matter and the crew at Minneapolis Custom Cycle has done to satiate this growing desire. They've created a full line of high-performance street customs and there's sure to be a model in their lineup that's capable of capturing just about anyone's imagination. (For a look at their complete line go to www.mplscustomcycle.com)

Mr. Matter has taken what he's learned in years of dominating the Pro-Stock class at the drag strip and applied this go-fast technology to each of the machines his company produces. Each model is powered by a 113-inch mill that is carefully prepared by MCC's master builder, Greg Klopp, using S&S components to produce plenty of torque and horsepower. Greg can also reach into his bag of tricks to provide a Stage I version of the motor featuring carefully ported heads fit with trick valves and a matching manifold that allows the tricked-out, S&S G-equipped top end to gulp air at 172 cfm.

The compression also gets a bump for the Stage I and a .631 S&S cam gets installed to bump the power output to over 120 horses and nearly 130 foot-pounds of torque... more than enough to shred tires, belts and the competition when the light turns green at either a street corner or at the track.

MCC drops each motor into a Daytec frame, whether it's MCC's original Thunderbolt model which falls into the pro-street category, or the new Thunderbolt Chopper that you see here, for those who prefer long forks and a stretched frame combined with a rubber-mounted driveline for the ultimate combination of style and performance.

Or if ya wanna go wide, one of MCC's new WFT (Wide Fuckin' Tire) models is for you. They feature a big ol' 250 tire out back to aid in transferring as much torque as possible to the ground.

The trannys are smooth-shifting 5-speed units that are stuffed into fully polished cases that can take the punishment that the big-inch motors create. A Rivera Pro Comp clutch is assigned the job of delivering the power rearward without slippage.

Front suspension is provided by a 12-over Spyke inverted fork, which works well with 43 degrees of rake. The steering is pretty neutral and there's no arm-tiring flop that some long bikes suffer from. Out back, the swingarm's motion is controlled by a pair of conventionally mounted Progressive Suspension shocks and together, this package makes for one helluva comfortable chopper. MCC then wraps their rims in Avon rubber to guarantee a sure-footed ride.

Just keep in mind that all of MCC's bikes will provide tons of stump-pulling torque—all you'll need to provide are the balls to hang on when you pull the trigger.

—Boxcar

Owner: ....Minneapolis Custom Cycles
City:..........Minneapolis, Minnesota

General
Fabrication:....Minneapolis Custom Cycles
Year and make: ....2001 MCC
Model: ....Thunderbolt Chopper
Assembly: ....MCC
Time:.................................3 weeks

Engine
Year:.......................................2001
Builder: ....MCC
Ignition: ....Spyke
Displacement:......113 cubic inches
Cam: ....S&S .600
Carb:.........................S&S Super G
Pipes: ....staggered duals

Transmission
Year: ....2001 MCC

Painting
Painter: ....Scott-Airea 5150
Color: ....KFR red
Type:...................................lacquer
Special paint:......................yes it is

Frame
Year:...........................2001 Daytec
Type: ....Skulker rubber-mount
Rake: ....43 degrees
Stretch:.............................6 inches
Shocks: ....Progressive Suspension

Accessories
Handlebars: ....drag
Risers: ....built in
Handlebar controls: CCI
Fenders:................................Russ Wernimont
Headlight:...............................billet
Taillight: ....side mount
Speedo: ....VDO
Pegs: ....MCC
Foot controls: ....MCC
Gas tank: ....D&D
Oil tank: ....Daytec
Seat: ....Danny Gray
Grips:.......................................CCI
Oil system: ....S&S

Front end
Type: ....inverted/ 12 inches over
Builder:.................................Spyke

Wheels

Front
Make:...................................MCC
Size: ....21 x 2.25
Tire: ....Avon Venom-X
Brake:.......................Thunderheart

Rear
Size: ....16 x 5.5
Wheel: ....MCC
Tire: ....Avon AM23
Brake:.......................Thunderheart
Photos: ....Ken Ross

I'M ADJUSTIN' YOUR POINTS
NICK'S MOTORCYCLE REPAIR
TOM WOJAHN

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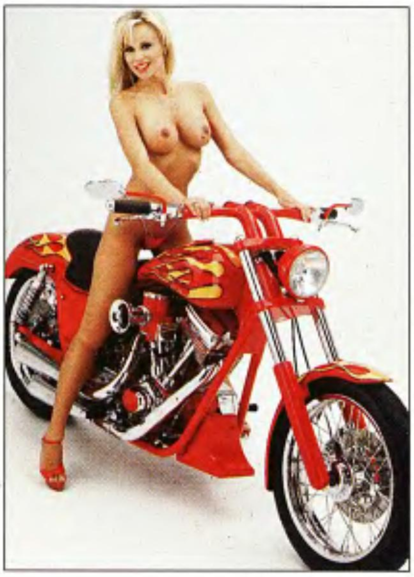
ComingAtYa

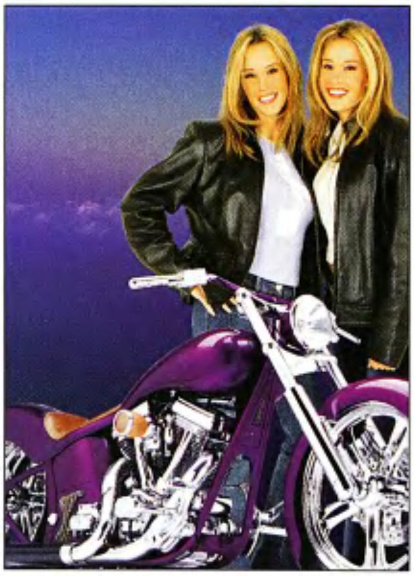
The April 2002 issue of *Easyriders* (No. 346) offers up a court jester's gym bag full of classy custom bikes, beauteous babes and wild happenings. We'll start of with coverage of the Love Ride and also bring you our tasty Pre-Love Ride Party. We'll take a two-wheeled tour of the Sierras, and serve up a Laconia Survival Guide to all the action.

In the custom scooter department we'll bring you a MID-USA monster bike from Badass Bikes, fire off a flamin' FXR from Damons, show off an exclusive Harley-Davidson/DH-D custom Road Glide, and also check out a custom Softail Kit for under $16K.

It's all comin' at you like a stripper in search of dollar bills in the awesome April *Easyriders*.

On sale March 5th





The marvelous March 2002 issue of *V-Twin* (No. 11) brings you 11 killer kustom bikes and a slew of tasty tang wrapped around them. This includes a feature we call V-Twins and Twins giving every red blooded American male what he wants most, namely scooters and hooters. Can you say twin blondes? Hey, what more do ya need? We'll also bring you the best of Daytona's Biketoberfest, the All-American Bike Show in SoCal, and show off all the 2002 Metric Cruiser models. You'll stop on a dime with our Guide to Aftermarket Brakes, meet metric master builder Scott Britt, and we honor industry great, Harley's Clyde Fessler. The March issue of *V-Twin* comes in like a lion and goes out like some sort of lowly deep sea mollusk.

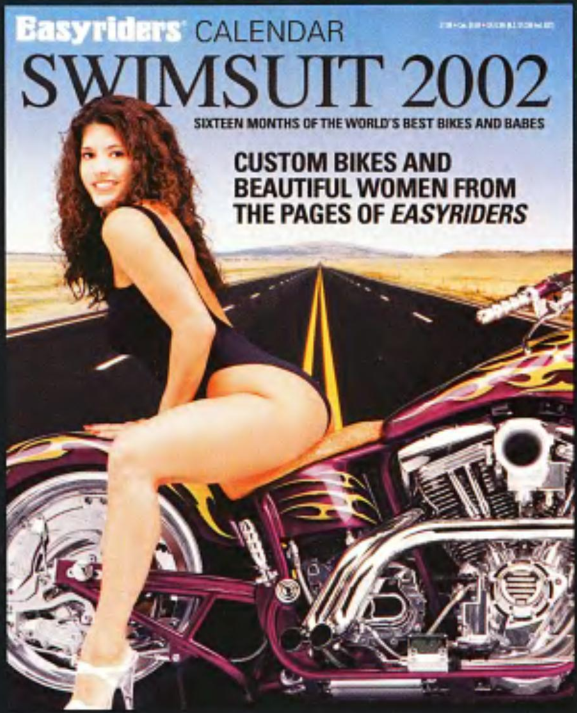
On sale February 12th

The **March** issue of *Biker* will be the rag's 200th fuckin' issue! Let's see, that means we're gonna gonna dig through the archives for the most-rippin' shit to reprint and we need to add 32 pages. OK, we can do that! *On sale now!*

March's issue of *In The Wind* (No. 108) gets all over the 2001 Sturgis Rally & Races with full-boat coverage. And, an additional full-color, 32-page outsert covers the Easyriders Rodeo season. What more could you want? *On sale now!*

Take a peek into the new

2002 Easyriders Swimsuit Calendar



Inside the Easyriders Calendar you get 16 months of incredible bikes, and beautiful women. Oops, almost forgot those outrageously sexy swimsuits.

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JANUARY 12TH
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Sacramento Convention Center

JANUARY 19TH
Louisville, KY
Kentucky International Convention Center

JANUARY 26TH
Charlotte, NC
Charlotte Convention Center

FEBRUARY 2ND
Chicago, IL
Villa Park/The Odeum

FEBRUARY 9TH
Memphis, TN
Memphis Cook Convention Center

INVITATIONAL
FEBRUARY 15th-17th
Columbus, OH
Veterans Memorial

APRIL 6TH
Dallas, TX
Fairpark/The Centennial Hall

APRIL 13TH
Kansas City, MO
Kansas City Bartle Hall

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